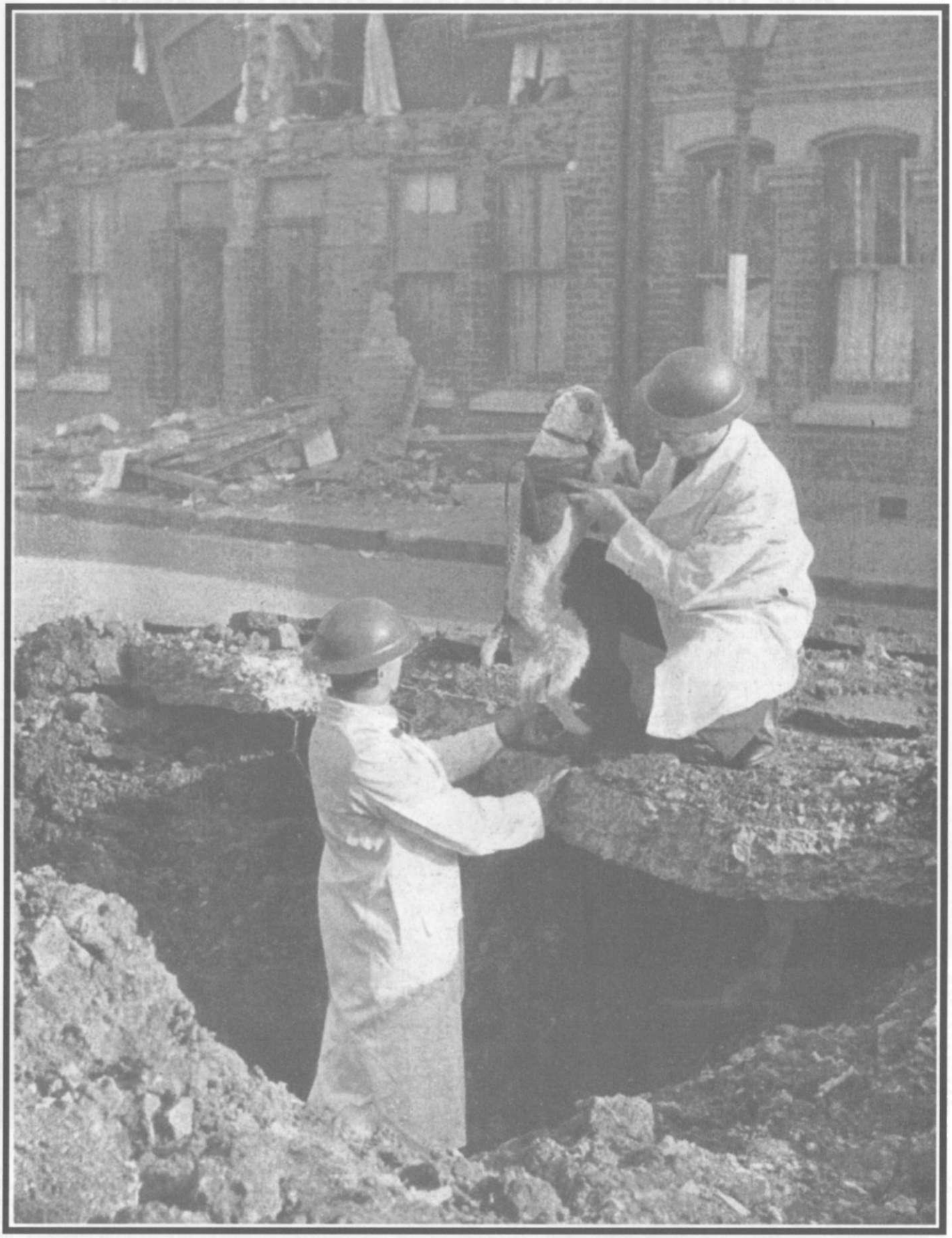


TO THE RESCUE OF A FAITHFUL FRIEND IN DISTRESS

Terrified by the noise, dazed by the disaster which has come so suddenly upon their homes, many a dog and cat has dashed off, it knows not where. Sometimes the pathetic fugitives have been killed ; sometimes they have returned when the bombing was over and have been found shivering on deserted doorsteps ; many of them have been picked up by the rescue workers of the animal welfare societies who, even durin the worst of the bombing, periodically patrol the streets. This little wire-haired terrier fell into a bomb crater and injured his leg, but is now in the good hands of the People's Dispensary for Sick Animals Mobile Rescue Squad. *Photo, Kosmos*

Still the Greeks Drove On in Triumph

After a month of war the Italians in the Balkans had lost terrain, men and materials; they were in full retreat to the coast. The story of the fall of Pogradets and the fighting about Argyrokastro is told below.

AFTER five days of hard fighting Pogradets, the Albanian town 20 miles north-west of Koritza on the shores of Lake Okrida, fell on the afternoon of December 1, when Greek patrols entered the place, hard on the heels of the retreating enemy. The Italian resistance was particularly strong towards the end of the struggle, but throughout the night in heavy snow the Greeks fought their way, foot by foot, up the heights which dominated the town from either side. Once they had been carried the fall of the town was inevitable. When the Greeks entered they found that most of the houses were in ruins and all the inhabitants had fled. Considerable quantities of munitions were seized, however, together with a number of tanks and lorries which the Italians abandoned as they sped along the road to Elbasan.

Elbasan, only 20 miles south of Tirana, the Albanian capital, now became the Greeks' objective, and the Italians were reported to be making desperate efforts to hold it. For if Elbasan, too, fell, then their hold on the centre of Albania would be precarious. Without giving the Italians time to consolidate, the Greeks pushed on westwards along the road to Elbasan, while the trail was blazed before them by the 'planes of the R.A.F. and the Greek Air Force.

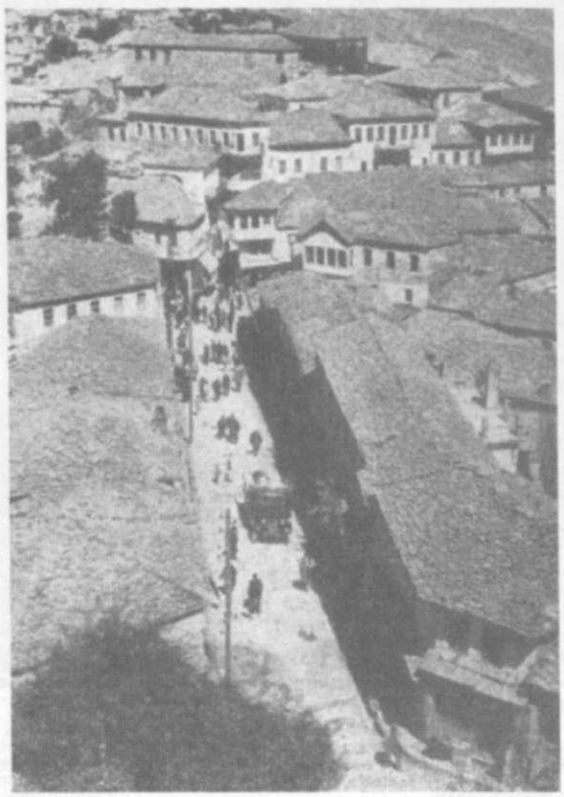
Meanwhile, heavy fighting was proceeding to the south in the Argyrokastro sector. This town was used by the Italians as their principal supply base on the Epirus front, and for days its fate lay in the balance. Several times, indeed, its fall was rumoured, but the Italians put up a determined resistance, throwing a number of reinforcements into the fight. Among these was the Modena division, which was dispatched from Rome only a few days before it went into action against the Greeks in front of Argyrokastro; but fresh as they were, the Italians were unable to withstand the Greek onslaught. One regiment in particular, the 42nd, was badly cut up when the Greeks carried their hilltop position by assault shortly before daybreak.

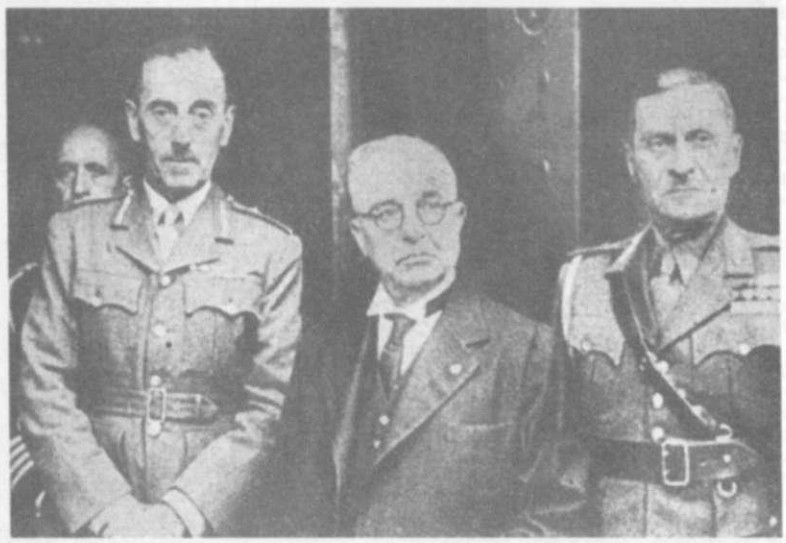
ALBANIA is a land of quite high mountain ranges, mostly parallel with the coast, and valleys watered by small streams. On this map the Greek thrusts from the east and south are shown by black arrows.

"The Italians maintained a very strong position on the hill for three days," the Greek captain who led his men in the charge which put the Italians to flight told Mr. Leland Stowe, Special Correspondent of the "Daily Telegraph" with the Greek Army. "If they had had real morale they could have held it. Our artillery barrage was laid down in the middle of the night. Then we charged into darkness with bayonets and grenades. It was the hottest hand-to-hand fighting I have yet seen on this front. The Fascists broke under it. Many of their officers were killed in trying to make their men fight."

The Greek officer in charge of the operations was reported to have stated that "it was the hardest position we have tackled yet. Several trees and bushes seemed to be covering the next with a machine-gun. Mortars and hand grenades met our Evzones. During the day we could not move a foot, so deadly was the fire of the Italian snipers. During the night our mountain-guns fired, setting the pine trees ablaze and lighting up the plateau. The Greeks then attacked under cover of darkness, and after less serious fighting the position was taken, though the losses on both sides were heavy."

On the other hand, in fairness to the enemy it must be said that on many occasions they fought with as much courage and endurance as the Greeks. One party of Black-shirts, in particular, may be singled out for honourable mention; after the troops to which they had been attached surrendered, they continued to fight on until all had been killed. Generally speaking, the bad morale, which became so apparent following the collapse of the Italian first line, was confined to the troops of the regular army, whose heart was most obviously not in the struggle: the Blackshirts, on the other hand, for their





ARGYROKASTRO (left), principal base of the Italian Army in south-west Albania, which the Greeks vigorously attacked at the end of November. Italians were forced back into the narrow streets as they defended the town.

Above, left to right: General A. Papagos, C.-in-C. of the Greek Forces; General Metaxas, Prime Minister; and Major-General Gambier Parry, leader of the British military mission to Greece, photographed together in Athens.

Photos, Sport & General, E.N.A.

Brothers-in-Arms in the Balkan War

BRITISH SOLDIERS are as good "mixers" as they are fighters and never allow difficulties of language to interfere with friendship. Right, British and Greek troops have found a bond in mugs of tea. The Greeks can be distinguished by their mushroom-shaped helmets.

Photo, British Official: Crown Copyright

The Greek soldiers in the photograph below are among those who took part in the heroic stand against the Italian invaders. They are holding a sandbagged position on the frontier. Against a fresh Italian advance the Greeks would have a much more favourable line to hold.

Photo, Keystone

THE ITALIAN FAILURE to overrun Greece in a few days, was minimized by releasing photographs for publication showing the immense difficulties of the advance; one of these photos of transport sunk in mud, is reproduced above. The Italian propaganda, however, declared that, all the same, the advance was "proceeding according to schedule."

Photo, Associated Press

Besides airmen and aircraft, British aid to Greece has included anti-aircraft guns and their crews who have already had practice in the Middle East. Left, one of the guns is in action and Greek soldiers stand by to watch the excellent marksmanship of the gunners.

Photo, British Official: Crown Copyright

Britain Helps to Hit the Italians Hard

BRITISH TROOPS IN GREECE received a splendid welcome when they arrived in that country at the beginning of November 1940. All Greece was jubilant at Britain's prompt fulfilment of her guarantee of aid. Here is a British mechanized unit passing through a Greek town, watched by enthusiastic sightseers. *Photos, British Official : Crown Copyright*

part were sustained by political fervour. Most of the Italians taken prisoner made a very poor showing compared with the Greeks. They cringed and crawled before their captors as if expecting some particularly harsh treatment, and it was with almost ludicrous alacrity that they saluted every Greek they saw, whether officer or private. Man for man the Greeks were obviously far superior, and if it were not for the comparative poorness of Greek equipment, their victory might have been presaged from the outset. The Greeks were particularly weak in mechanized transport, and Arthur Merton, Special Correspondent of the "Daily Telegraph" with the Greek forces in the field, spoke of seeing the Greeks' guns drawn by farm tractors, of bullock carts laden with supplies and of bakers' carts drawn by old horses crawling along behind the marching columns. A high Greek officer told him that if only they had 100 more modern army vehicles, they would have been able to follow up the retreating Italians much more closely and to inflict even greater losses upon them instead of losing contact with them because of the speed with which they made off.

Gradually, however, the Greek deficiencies in material were remedied, as large quantities of Italian war material fell into their hands. Soon, scores of Italian trucks were employed in transporting captured war material to the Greek dumps, and it was quite common to see donkeys trudging along the mountain paths, heavily laden with Italian rifles or boxes of cartridges. Sometimes the donkeys were in tow by Greek soldiers riding Italian bicycles.

That far greater and more vital deficiency, the lack of aircraft, was remedied by the R.A.F., which gave the Greeks invaluable assistance. It was not long before Valona and Durazzo were both practically untenable as bases, and the Italians were reported to be using the anchorage—it is no more—of San Giovanni di Medua, in the extreme north of Albania. Then of the air combats, we may take as typical that of November 28, when a small patrol of British fighter aircraft encountered 20 fighter CR 42s. Our aircraft at once attacked, and in less than a minute seven Italian aircraft were shot down !

Here is an Evzone (kilted Greek soldier) in his picturesque uniform, talking to a genial, bearded Italian prisoner.

Britain's Railwaymen Are Fighting Through

In their bombing attacks on London and the provinces the Nazis hope so to block and hamper the lines of communication that there will be a complete breakdown in the people's life. That breakdown has not occurred, and will not occur, thanks in large measure to the splendidly brave work of the railwaymen, some of whose deeds are recorded here.

BRITAIN'S railwaymen are fighting through. Drivers and firemen, motormen and guards, signalmen, shunters, and permanent-way men, are going on duty by day and by night, and nothing that the raiders can do has been able to stop them. They have been driving trains which have been machine-gunned and bombed; they have worked the signal levers whilst bombs were actually falling and their signal boxes were on fire; they have placed trains of coal-wagons as screens and volunteered to work trains past unexploded bombs; they have fought fires in wagons of ammunition and explosives in the most imminent danger. They have inspected the tracks during night air attacks and have searched for unexploded bombs so that the train services may be rapidly restored. These are just a few of the ways in which British railwaymen have shown, and are showing, their mettle.

In numerous cases incendiary bombs have been attacked and extinguished by railwaymen, and in one instance as many as ten of these bombs were dealt with by one man. In another case hundreds of incendiary bombs, with some high explosive bombs, were dropped on a railway siding; wagons were set on fire in all directions, but the staff, with a total disregard for their personal safety, worked for several hours putting out the fires and moving the wagons from the danger area. A wagon of ammunition fuses on fire was unloaded and saved by a checker and his gang; a train of ammunition and petrol was promptly moved away from a blazing building by a yard inspector; and a wagon of high-explosive bombs on fire was tackled by a shunter who with other men removed a sheet and the topmost layer of bombs, which by that time were quite hot.

Following an attack at a large goods centre the foreman, assisted by members of the staff, successfully evacuated some 50 horses and assisted in putting out fires which had broken out; action was taken at the same time to remove blazing wagons to prevent the fires spreading. At another goods station more than 80 horses were removed after incendiary bombs had dropped.

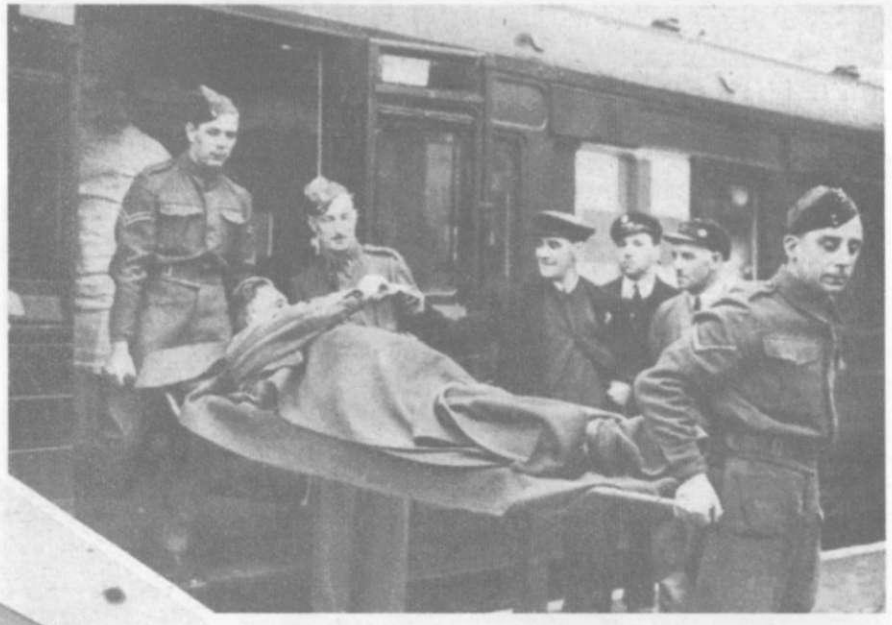
An engine-driver and fireman who were sheltering under the wheels of the tender of their engine when it was struck by a bomb, climbed back on to the footplate, flooded the boiler to reduce steam pressure, and extinguished the fire by means of the injector hose pipe and ballast thrown into the firebox, thus preventing the explosion of the boiler. All the time further bombs were dropping.

Signal and telegraph men working near a works which was heavily attacked were without shelter, and although they were badly shaken by the explosions, and extensive damage had been caused to the permanent way and signal wires, they recommenced work immediately the danger was past, and temporarily restored main line telegraph circuits.

Nor are these acts confined to the men on the trains and on the tracks; the captains of railway steamers who brought their ships crowded with refugees safely to port under fire, and men like the ship's officer who picked up a large bomb which fell on the deck and threw it overboard just in time—it exploded immediately on reaching the water—typify the fine courage shown in the railway marine departments.

Railwaymen at the docks continue to work in spite of enemy action, so that essential war supplies and foodstuffs are landed and transported. A coal-shipping foreman put out nine incendiary bombs which fell in the neighbourhood of an unexploded bomb; piermasters, dockgatemen and members of the docks staff put out fires with a trailer pump whilst bombs were dropping; and when a bomb fell into the hold of a ship, two dock-checkers, with the help of a crane driver who stuck to his post, lowered stretchers through the fumes into the hold, with the result that the whole of the casualties were removed within twenty minutes.

Railway clerks are also showing commendable calmness in carrying on their duties and in quickly adapting themselves to meet emergencies. On a recent occasion a goods clerk when off duty was awakened at 2.50 a.m. by the pilot of a British aircraft which had fallen across the railway lines. The clerk opened up the station office, made contact with the

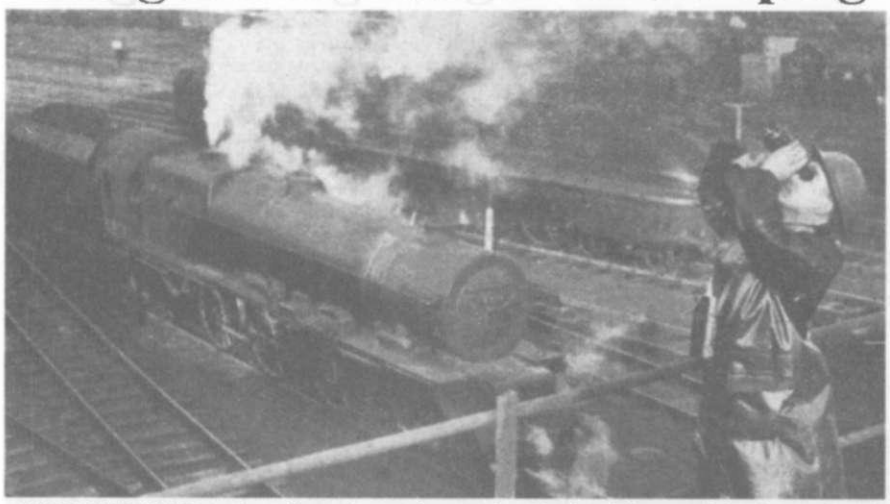


RAILWAYS have made ample provision for dealing with casualties, for on all of them there are well-equipped ambulance trains. The wounded are looked after on the train by Red Cross nurses and R.A.M.C. orderlies, but the train crews show their sympathy with a cheery word and a "fag."

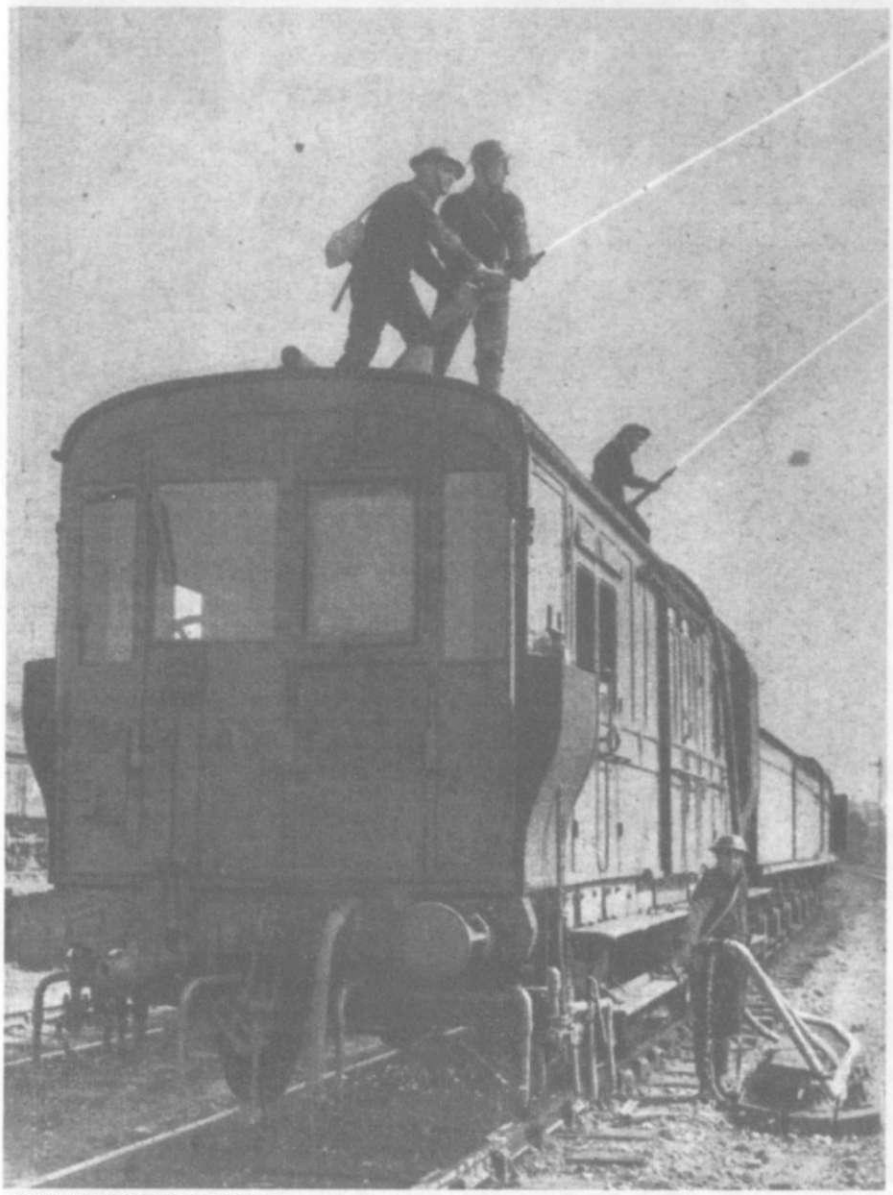
EVACUEE CHILDREN are interested in the engine-driver and fireman of the train that are to take them from sorely-tried London to the safety of the countryside. Many of the children, girls as well as boys, like to have a look at the locomotive that is taking them to safety.

Photos, Keystone

Magnificent Work in Keeping the Lines Open



ROOF SPOTTING on the railways is an arduous task. On the vigilance and timely warning of those employed at the great London railway stations the safety of many hundreds of people may depend. High up above the metals of an L.M.S station a roof-spotter scans the sky with his binoculars; he puts safety first, but the smooth working of traffic is an ever-present concern.



THE SOUTHERN RAILWAY before the war employed a weed-killer train that sprayed the permanent way and kept it as neat as a garden path. Now the train has been converted into a fire-engine to deal with embankment fires that might mark the track at night. Manned by six fully-trained fire fighters, it can spray a fire for two-and-a-half hours without refilling.

Photos, Keystone and Planet News

railway control office, the aerodrome and the police, and took his station-master to the site, so enabling the line to be cleared quickly. Another clerk at a suburban station was thrown across the booking-hall when three bombs dropped beside the station at 5.50 p.m.; although bruised and suffering from shock he remained on duty until after midnight helping to clear up tickets and books, and was again on duty at 9.0 a.m. the following day. Yet another clerk, who was on duty in the early hours of the morning when bombs fell and fires started, carried current books and records to safety, and gave assistance in putting out the fires although the station was a target for further bombs. A high sense of duty was also displayed during a period of intense activity by a restaurant-car attendant whose calm courage whilst a train was passing through a danger-zone allayed the alarm of passengers and enabled tea to be served without a hitch.

But perhaps most deserving of a "special mention" are the railway engineering staffs, who are always on the alert for instant action night and day carrying out the work of repairing damage caused to the railways by air attacks.

Splendid Work of Engineers

They have effected some remarkably speedy repairs, as the following examples show:

During the course of an air raid a large calibre bomb fell on a viaduct carrying eight railway lines. It passed through the crown of an arch and exploded underneath. The force of the explosion formed a crater about 50 ft. by 30 ft. and seriously shattered and displaced the remainder of the arch. The two adjoining arches with the supporting piers were also damaged badly. After a test two lines were opened for urgent traffic. Timber-work was constructed by gangs working day and night to support the damaged masonry and the space beneath the arches was filled with well-packed quarry refuse and stone clippings, watered and tamped to ensure consolidation. Concrete and brickwork retaining walls were built to keep in the filling, and thus a length of viaduct was converted into a solid embankment. Eighteen days afterwards two further tracks were opened and six days later two additional lines were brought into use, the remaining tracks being again available soon afterwards.

On one occasion bombs had destroyed 100 yards of track in the West of England. In spite of continued air raids, a staff of 60 relayers got busy on the job. Materials were rushed to the site by 7.30 p.m. By 8.45 p.m. the up line was repaired and reopened, and by 11.15 p.m. the down line was restored by men who had been on duty 17 hours. Meanwhile, a trainload of passengers had been transferred to an emergency road service and had resumed their journeys with a delay of 2½ hours. At the conclusion of this race against time to restore the tracks—one of many such—one of the men said, "That's one for Hitler, anyway!"

In another instance a crater 50 ft. by 20 ft. blocked all lines leading to a vital area. Within eight hours tons of debris were removed, damaged rails, sleepers, fishplates, and screws were replaced, and three tracks

Things to Remember when the Train is Late

were reopened again. Elsewhere, a bomb dropped on a carriage-shed where a fire-fighting train was stationed. Within half an hour a clear passage was made for the train by permanent-way engineers and platelayers, after which other damage was speedily put right.

Early one morning a bridge carrying four railway tracks was damaged by a bomb, putting one section of the track out of service. Reserve buses maintained the connexions whilst railway engineers decided upon a plan of action. High-tension cables were moved and entrenched, a new crossover 200 ft. long was built, and the automatic signalling over two miles of track was reversed, with the result that the train services were restored by 6 p.m. the next day.

During another raid a signal box was destroyed by fire. A new box was necessary, and a temporary structure 31 ft. long, 8 ft. wide, and 7 ft. high was built complete with a new stairway—the floor involved threading the joists through the signal levers—and all the steelwork in the supporting girders was stripped, red-leaded, and repaired within 17½ hours. In yet another instance a direct hit by a bomb on the negative rail of an electric line, as a result of which several lengths of rail were buckled, the conductor rail displaced, and sleepers were smashed, was restored within 6 hours.

Bombs dropped on a railway line and damaged the platforms and tracks at a station. All lines were affected, but the station reopened for traffic in 12 hours.

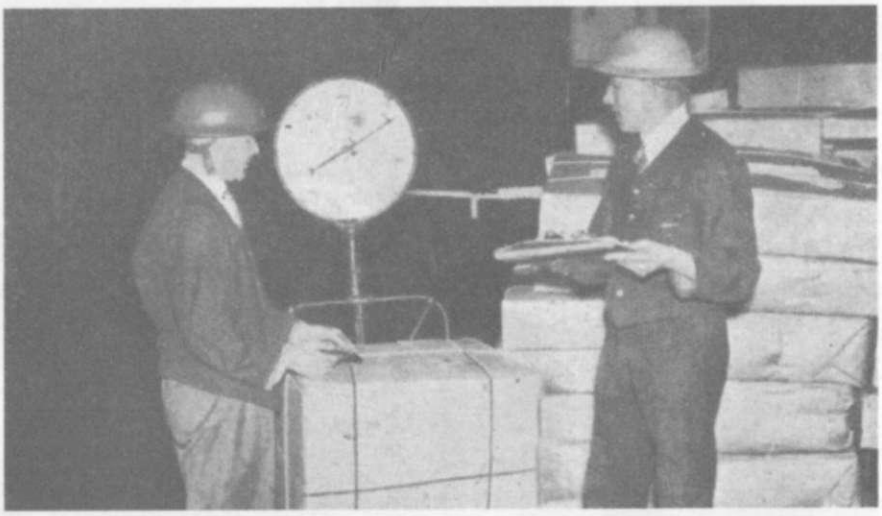
A bomb fell on a main line making a crater 50 ft. in diameter under the running lines. A brick retaining wall supporting the line was blown into a cutting, blocking one line. Certain lines were cleared in 5 hours, others by the end of the day, and the whole of the tracks were opened inside three days.

Night and Day They Are Ready

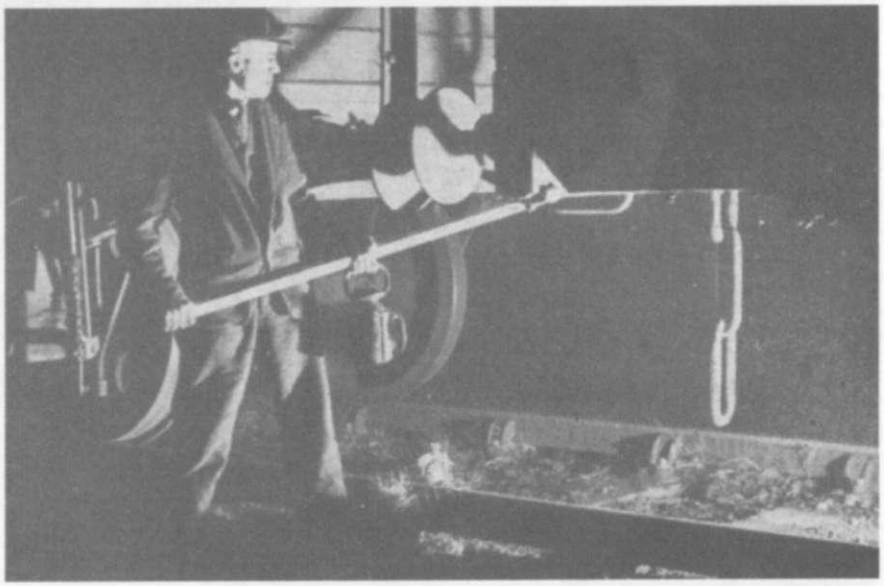
Charts, maps and drawings dealing with every detail of the railways, including bridges, tunnels, lines, signals, telephones, lighting and drainage, are consulted night and day by the engineering staffs, who follow up every report received even when bombs and fragments of anti-aircraft shells may be falling. They are showing unexampled coolness and courage in dealing with any and every emergency from bomb craters or fallen debris to unexploded bombs; and the immediate repairs which are effected enable the train services to be got going again, as nearly as possible normally.

The examples quoted go to show that the railways are well justified in their claim that they are doing their utmost to maintain the train services. Both management and men show a fine spirit of devotion to duty, and it is obvious—indeed, it is stressed on both sides—that their achievements are made possible only through the close cooperation which exists between the companies and the Railway Trade Unions in the maintenance of the railway transport services. Let us remember these things when next we experience some inconvenience when going to or from work; and let us remember, too, that if the information concerning emergency travelling facilities is on the meagre side, the publication of details of these services might give the enemy the very news that they would like to have in planning further raids.

THE PERMANENT WAY of the railways even in peacetime is constantly patrolled to see that it is in order. In the days of air raids a more careful watch must be kept. Above, a ganger is doing his daily round on a northern line; at any moment he may be called upon to take his gang for a rush job at some point that has suffered damage.



Raid or no raid the work of the parcel-sorters at the big railway stations goes on. Each parcel must be weighed, sorted, and dispatched to its proper train. The parcel-offices are generally above ground, so that all the protection that those who work in them can have is steel helmets, though the roof spotter will warn them of imminent danger.

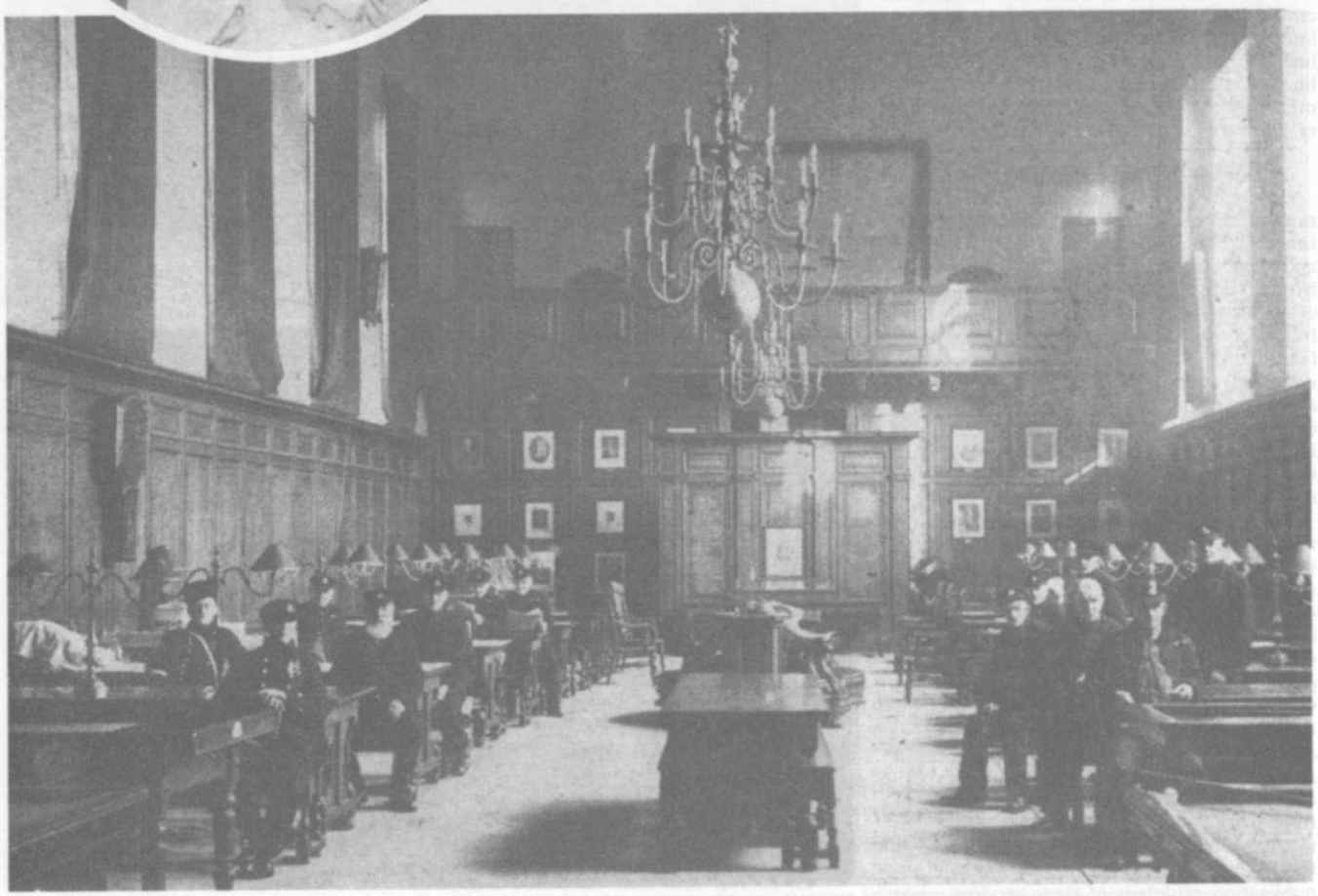


TRAINS MUST RUN has been the slogan of the railway workers, but nowhere has it been more difficult to carry out than in the marshalling-yards of the great goods depots. Even in peacetime, when the yards were brilliantly lighted, it was dangerous work. It is doubly so now that the shunters have to do their work by the light of lanterns. *Photos, "News Chronicle" and Fox*

Chelsea Pensioners in the Wars Again

CHELSEA ROYAL HOSPITAL, home of the famous Chelsea Pensioners, suffered damage as the result of one of the intensive night raids on London by the enemy. The Royal Hospital, which was founded during the reign of Charles II, was designed by Sir Christopher Wren and opened in 1694. This well-known institution was one of the first of its kind for old and disabled soldiers left alone in the world. The Hospital accommodates about 550 "in-pensioners" as distinguished from "out-pensioners." There is also accommodation for six officers, who are known as Captains of Invalids.

CHELSEA PENSIONER, H. A. Rattray, circle, aged one hundred, was in the Hospital when it was bombed, but the Nazis could not subdue his spirits. Result of bomb damage is seen above. A hole was torn in the wall of one of the buildings, causing damage to all five floors.



SIR CHRISTOPHER WREN'S GREAT HALL has not been used since the 17th century for dining, the purpose for which the great architect intended it. Since the Hospital was bombed, however, pensioners now take their meals in this handsome Hall, looked down upon by the portraits of many famous soldiers. Some of the pensioners are seen above waiting for their meals to be served.

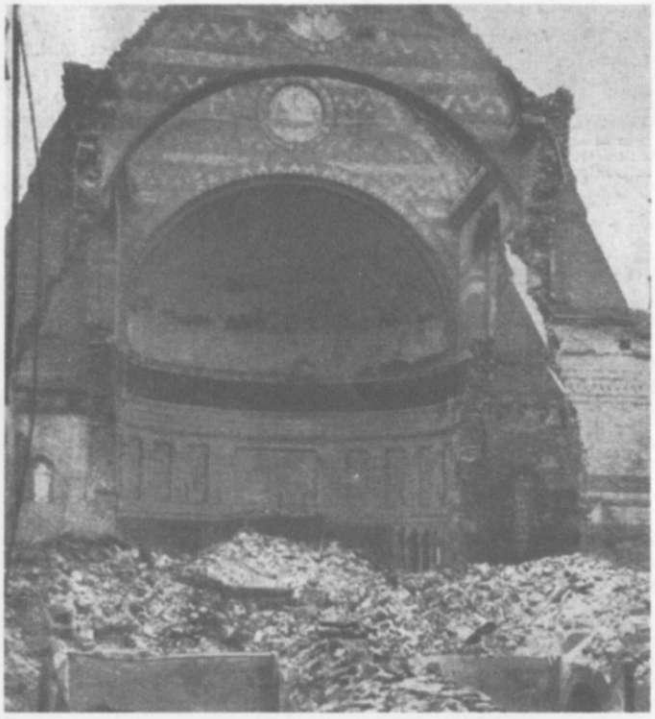
Photos, G.P.U., Planet News, "News Chronicle"

Despite Nazi Attacks Britain's Air Strength Grows

By fierce and desperate attacks on our production centres the Luftwaffe tried to stem the rising tide of Britain's aerial expansion, but without serious check to that steady growth which they fear. Then they turned again on London, still carrying on its manifold activities undaunted by three months of indiscriminate bombing.

THOUGH the Nazis claimed that their heavy bombing of Coventry and other Midland towns was in reprisal for British attacks on Munich and other German centres, the true motive was not by any means so naive and simple. Alarmed by the steady and rapid increase in Britain's aerial strength, which by now was approaching parity with their own, the Nazis switched over the air assault from London—where months of continued bombing had left civilian morale virtually untouched and had done insignificant military damage—to certain centres of aircraft production in the Midlands, the South and the West. Here, though, of course, production was hindered to some extent, nothing was done to check in any serious degree the flow of aircraft and munitions to our Air Force. Bombs were merely unloaded on to any large or prominent target, and in the process of hitting some few real military objectives a whole host of much less important buildings were destroyed—less important, that is, to war effort.

Some of the wildness of the Luftwaffe's aim can be attributed to mere wantonness. It seems probable that the Germans were not well prepared for precision bombing by the approach method, which with some types at least of their bomb-sights would be extremely difficult. Probably the Nazis expected to be able to smash our Air Force and ground defences, and then to bomb our cities unhindered at low levels. For important targets which needed precise aim they would rely on their dive-bombers. These schemes went agley, thanks to the indomitable courage and brilliant skill of our fighter pilots, and so mass attacks with bombers by daylight were abandoned as fruitless, and the scale of daylight raids was reduced. But on Saturday, Nov. 30, the Nazis returned to their earlier tactics and made strong attempts to reach London in daylight with numbers of their fighter-bombers. Three of the enemy were shot down, and although two of our machines were lost the pilots were saved. As usual, most of the raiders were dispersed soon after crossing the coast and only a small number got through to the capital.



BRISTOL has been one of the towns to suffer heavily in the new Nazi policy of bombing the industrial centres at random. Several churches, the University, a museum, and an art school were bombed. One church in the suburbs was practically destroyed, as can be seen.
Photos, "Daily Mirror" and "News Chronicle"

AIRCRAFT LOSSES OVER BRITAIN

German to April 30, 1940

Total announced and estimated—West Front, North Sea, Britain, Scandinavia 350

	German	Italian	British
May	1,990	—	258
June	276	—	177
July	245	—	115
Aug.	1,110	—	310
Sept.	1,114	—	311
Oct.	241	—	119
Nov. 1-30	201	20	53
Totals, May to Nov. 30	**5,177**	**20**	**1,343**

None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

From the beginning of the war up to **Nov. 30, 3,002 enemy aircraft** have been destroyed during raids on Britain. R.A.F. losses were 843, but the pilots of 424 British machines were saved.

During November, **20 Italian aircraft** were destroyed over Britain—13 on Nov. 11 and 7 on Nov. 23. The **pilots of 28 out of 53 British** machines lost in the month were **saved.**

British bombers lost in operations against German or enemy-occupied territory were **48**; German aircraft destroyed over these regions numbered **8.** In the East and in the Mediterranean **Britain lost 18 aircraft, against 59 Italian destroyed.**

Mr. Churchill on Nov. 5 gave weekly average of killed and seriously wounded civilians for September as 4,500; for October, 3,500. In first week of intense bombardment in September, 6,000 casualties; in the last week of October, 2,000 casualties.

By night also the attack on London was intensified again towards the end of the month, and on Friday, Nov. 29, from an early hour of the evening until about midnight, there were widespread and continuous raids on the Metropolitan and Home Counties areas. Many incendiary bombs were dropped besides high explosives, and a German news agency stated that 36,000 of the former and 400 tons of H.E. bombs had been used "by several hundred 'planes."

In the earlier part of the week the enemy raids varied a good deal. Four day raiders were destroyed on Tuesday: two bombers and two fighter-bombers. On the previous afternoon two other enemy aircraft had been shot down in the Channel—one a patrolling seaplane which the Germans used to rescue their airmen who baled out from damaged aircraft. It was escorted by eight Messerschmitts, which did nothing to protect it but made off for France at great speed.

Eleven raiders, flying at a height of between three and four miles, were destroyed on Wednesday over Kent. One Spitfire squadron

SOUTHAMPTON was one of the towns selected by the Luftwaffe on which to wreak their savage spite, for it had been attacked before the big raid of November 30, 1940. Most of the damage was once more done in residential districts, and many householders were forced to leave their homes and pile their furniture on the pavement.

Our Bombers and Fighters Harass the Italians

H.M.S. LONDONDERRY, a British escort ship of 990 tons, did some successful shooting while she was on convoy duty in November. Enemy 'planes attacked the convoy and a Junkers bomber was brought down ; the gun crew received the congratulations of the captain of their ship, Commander J. S. Dalison, R.N.

Photo, British Official : Crown Copyright

was responsible for seven of the enemy, and within a quarter of an hour all the Germans had turned back. On Thursday six enemy aircraft were shot down and the R.A.F. lost seven, the pilot of one of our machines being saved. Major Helmuth Wieck, leader of the Richthofen squadron, was among the pilots shot down by the R.A.F. on Thursday. The German report claimed that Wieck had shot down "his 56th enemy aircraft." He is stated to have baled out but came down in the Channel. In Friday's fighting five Nazi machines were destroyed—four single bombers shot down in the Channel and one Messerschmitt off Dungeness. Two of our machines were lost, but not their pilots.

On Saturday night Southampton had its worst raid, which lasted seven hours. First the attack was made with fire bombs and then high explosives were dropped to widen the area of destruction. The centre of the town was deliberately bombed on this occasion, and churches, theatres, cinemas and hotels, with many other large buildings, were set on fire. So intense was the glare from the many fires that a newspaper could be read out of doors. On Sunday night again Southampton bore the full brunt of the Nazi terror. Flares were dropped and then incendiaries, followed later by high explosive bombs. One district was attacked with machine-guns.

As a result of these two nights of terror, thousands were rendered homeless and wide areas were laid waste. Considering all things, the casualties (about 370) were light.

Five enemy aircraft were brought down on Saturday and eight destroyed in Sunday's daylight operations.

London had a peaceful night on Monday, Dec 2, for the Nazi bombers were busy raiding Bristol. Beginning soon after dusk the attack was carried on until nearly midnight. Indiscriminately the enemy bombed large buildings and the dwellings of the workers. A children's hospital was set on fire. Another town in the S.W. was raided for the seventh successive night, but the A.A. guns made such good shooting that no bombs were dropped in the area.

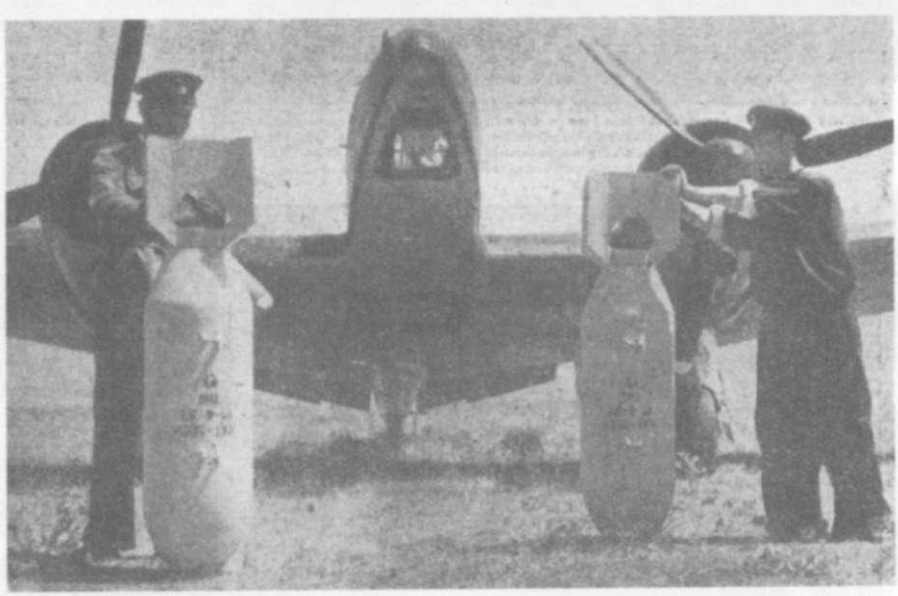
Throughout the week the R.A.F. in Greece collaborated with the land forces in pursuing the retreating Italians, bombing supply columns and checking the flow of reinforcements. Ten enemy aircraft were shot down during Wednesday and Thursday by R.A.F. fighters. Raids were made on Valona, Santi Quaranta, Durazzo and Elbasan. The harbour of Valona on the Straits of Otranto is specially important to Italy, for across the fifty-mile-wide channel come the transports and food ships to maintain her forces in Albania. Dominance of the port by our aircraft would paralyse those forces ; capture of Valona by the Greek and British arms might lead to combined operations in which our Mediterranean Fleet could take a hand.

An R.A.F. bomber, after being badly holed by A.A. shells, managed to land on the 20-feet-wide shore of a small Greek island. Here the crew were bombed eight times in a single day, but got across to the mainland and eventually by walking and travelling by car and train made their way back to their base—where they had been reported "missing, believed killed."

During this same active period our naval aircraft bombed Port Laki in the Dodecanese island of Leros, and also Tripoli in Libya. In each case damage was done to enemy ships. On Thursday night Brindisi in Italy was heavily attacked by R.A.F. aircraft and much damage done to fuel tanks, the arsenal, railway station and quays.

Caught in the barrage during the British pursuit of the Italian fleet, according to a report from Vichy, M. Chiappe (former Paris Prefect of Police) was killed on Wednesday when the aeroplane taking him to his new post as High Commissioner in Syria was shot down south of Sardinia, an accident that may have unfortunate results for the Pétain government's hold on Syria.

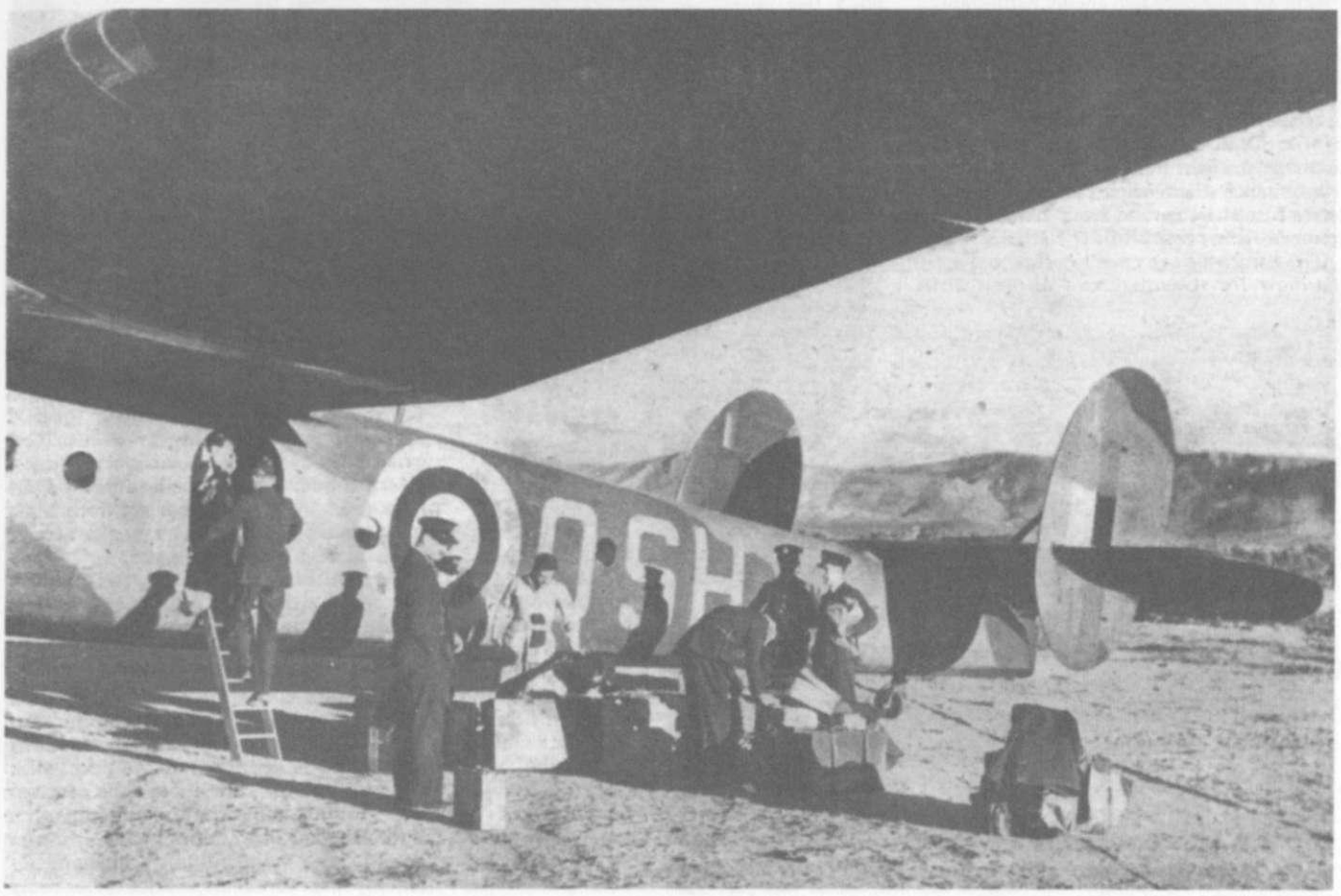
Another facet of the many-sided work of the Royal Air Force is shown by an incident in the Channel when H.M. destroyer "Javelin" was slowly making her way home after a brush with the enemy's light forces on Friday, in which she had been disabled by a torpedo. Repeated attacks by Nazi aircraft were frustrated by patrolling R.A.F. machines ; a Dornier 17, a Junkers 88, and another Dornier were shot down by our Spitfires, and later another Junkers 88 was badly mauled and sent limping away. "Javelin" got safely to port.



The GREEK AIR FORCE, though small in numbers and with but few 'planes of modern design, has shown the same indomitable pluck as the Greek Army and held its own against superior enemy air forces until it was reinforced by the R.A.F. Here formidable missiles are being loaded on a twin-engine bomber to harass the retreating Italians.

Photo, Sport and General

The Royal Air Force Now Plays its Part in Greece



HELP FOR GREECE in fulfilment of the Prime Minister's promise of "all possible aid" materialized when men and machines of the R.A.F. arrived to take part in the good work of bombing the Italians. The ground staff arrived by sea, and in the top photograph a contingent has just disembarked at a Greek port from a British warship. Below, officers of the R.A.F. who have flown to a Greek aerodrome are unloading their kit. These photographs are among the first showing the R.A.F. in Greece (R.A.F.G.) to arrive in this country. *Photos, British Official: Crown Copyright*

Cagliari Was a Resounding British Victory

Another smashing blow was delivered at Italy's Navy on November 27, when Vice-Admiral Somerville intercepted a large force of enemy ships off Sardinia. But more important than the damage inflicted on the vessels themselves was the effect of the enforced withdrawal from Taranto on the Italian communications with Albania and Libya.

FOLLOWING the smashing attack made by the dive-bombers of the Fleet Air Arm on Italian warships in Taranto Harbour on the night of November 11-12, the Italian Naval Command—which is probably only another name for Mussolini—seems to have decided that Taranto was too hot for them. So most of the ships which had escaped damage put out to sea, sailed round the toe of the Italian boot, and headed towards the Tyrrhenian Sea.

But they were soon stopped. The British Fleet was also at sea, and soon after 10 o'clock on the morning of Wednesday, November 27, our forces, operating westwards of Sardinia, received reports from their reconnaissance aircraft that enemy forces, consisting of two battleships and a large number of cruisers and destroyers, were at sea about 75 miles to the north-eastwards.

At once the British ships increased to full speed, and altered course in the hope of bringing the enemy to action. A few minutes after noon, four enemy cruisers were sighted, hull down, over the horizon, and at 12.21 p.m. our advanced light units opened fire. The enemy cruisers replied, but hardly had they discharged their first salvo when they turned away and retired to the north-eastward at high speed, throwing out a smoke screen as they ran.

Half an hour later two enemy battleships—one, the "Vittorio Veneto," one of the newest and most powerful in the world, and one of the Cavour class—accompanied by cruisers, were sighted, and they opened fire on the British cruisers. These were forced by the much heavier metal of the enemy to make a slight turn away, but within a few minutes the enemy battleships themselves turned away, and our cruisers at once resumed their pursuit of the Italian cruisers.

The British slower units rapidly fell astern, but now the twenty-three-year-old battle-cruiser "Renown" (Captain C. E. B. Simeon, R.N.), flying the flag of Vice-Admiral Sir James Somerville, rushed ahead, doing her utmost to bring the enemy's heavy ships to action. Such was the speed at which the enemy retired, however, that by 1.10 p.m. the chase, having been carried to within a few miles of the enemy's coast, was abandoned. By this time the enemy had scattered, but they were followed up by our reconnaissance 'planes, and it was revealed that one cruiser, believed to be of the eight-inch gun type, was seriously on fire aft; one destroyer of the Grecale class seemed to be down by the stern, listing heavily and stopping; and another enemy destroyer was listing slightly and losing way.

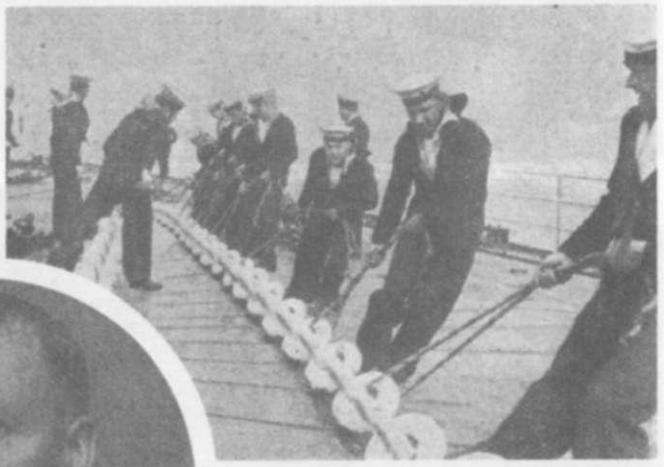
Repeatedly, during the pursuit and afterwards, aircraft of the Fleet Air Arm launched from H.M.S. "Ark Royal" (Captain C. S. Holland, R.N.) attacked. One force of the Swordfish aircraft delivered a torpedo attack on enemy battleships, and one torpedo was observed to hit the "Vittorio Veneto." Another Swordfish force attacked three eight-inch gun cruisers; the rear ship, a 10,000-ton ship of the Bolzano class, was almost certainly hit by a torpedo, and the leading ship of the formation was observed to have reduced speed immediately after this attack. Then a force of Skuas dive-bombed a formation of three six-inch gun cruisers of the Condottieri class, one of which was damaged in the boiler room.

Our aircraft returned safely from these operations, and the only ship hit of the British units engaged was H.M.S. "Berwick" (Captain G. L. Warren, R.N.), which received two hits. One officer and six ratings were killed and nine ratings wounded, but the damage done to the ship itself was slight.

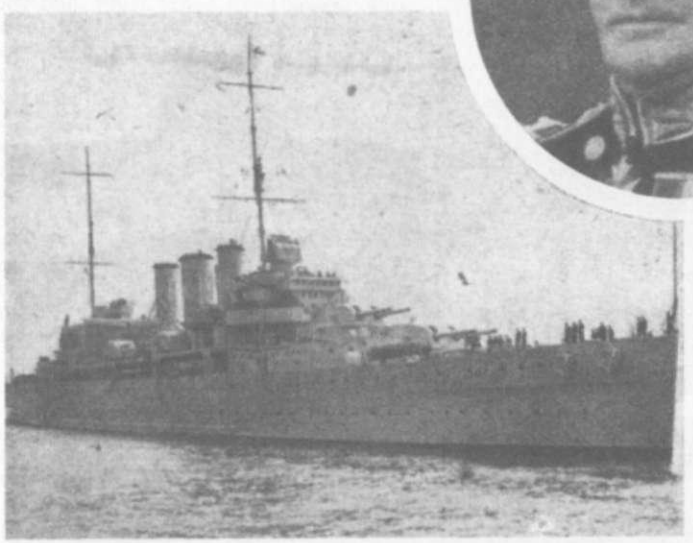
At 2.35 p.m. the British forces were attacked by ten enemy bombers, escorted by fighters, but the attack was frustrated by the fighters of the Fleet Air Arm. At 4.40 p.m. enemy aircraft came over again—15 bombers in three waves—and though the fighters of the Fleet Air Arm beat off most of the raiders, some of the enemy aircraft succeeded in attacking H.M.S. "Ark Royal," which disappeared from sight between splashes from about 30 bombs falling close to her. The great ship emerged from the spray, however, with all her guns firing furiously, having sustained neither damage nor casualties. After the action Admiral Somerville sent a special message to Captain Holland. "I wish to congratulate you and your ship's company," he said, "on the magnificent and resolute way in which you carried out your reconnaissance duties. As for the bombing, it was an inspiring sight to see the 'Ark Royal' emerge from a complete curtain of water, with every gun blazing efficiently. I am proud of you."

One British fighter did not return from intercepting the enemy bombers, but two Italian planes were disposed of—one Cant Z 506 three-engined float 'plane, and one RO 43 float 'plane.

Once again, then, the Italian Fleet had more than met its match in the Mediterranean. Now it was reported to be in the harbour of Cagliari, in southern Sardinia—a port which can hardly appear to be a safer sanctuary than Taranto. But much more important is the fact that in withdrawing his ships from Taranto and Southern Italy, Mussolini has not only uncovered the Adriatic, for only some light units are maintained at Brindisi and Bari, but laid open his communications with Libya.



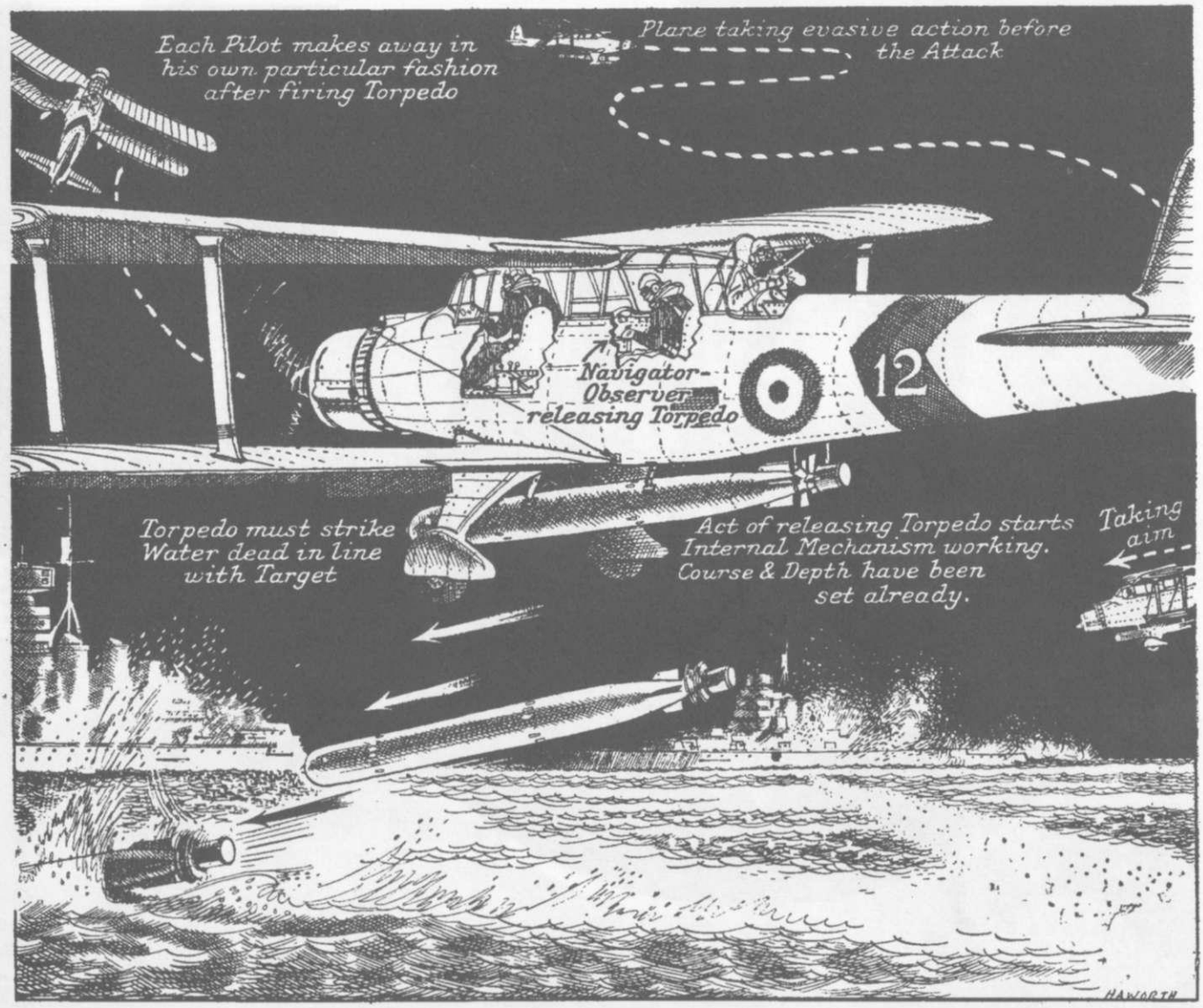
VICE-ADMIRAL SIR JAMES SOMERVILLE (below) **commanded the squadron which put the Italian Navy to flight off Sardinia on November 27. He it was who prevented the French warships at Oran from escaping on July 3, 1940. Right, the anchor chain of his flagship, H.M.S. "Renown," is being brought in board.**

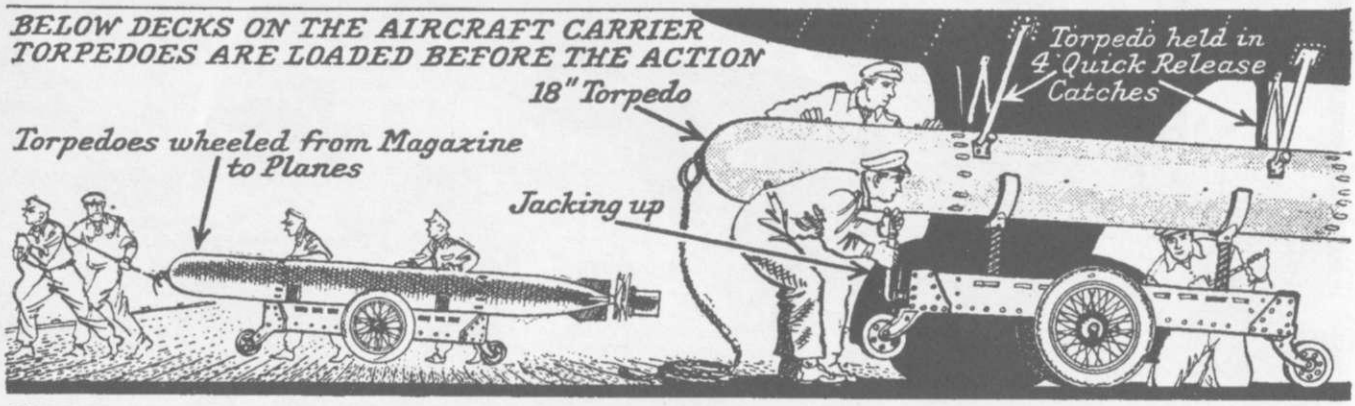


H.M.S. "BERWICK" was the only ship of the British force in action off Sardinia to sustain damage. She received two hits, but no vital part was struck and she was not rendered unfit for service. The "Berwick" is a 10,000-ton cruiser of the Kent class, completed in 1926, but with the others of her type she was reconstructed in 1935-38.

Photos, Wide World, Lafayette and Topical

New Machines Will Add to Fleet Air Arm Glories


Each Pilot makes away in his own particular fashion after firing Torpedo
Plane taking evasive action before the Attack
Navigator-Observer releasing Torpedo
12
Torpedo must strike Water dead in line with Target
Act of releasing Torpedo starts Internal Mechanism working. Course & Depth have been set already.
Taking aim
HAWORTH


BELOW DECKS ON THE AIRCRAFT CARRIER TORPEDOES ARE LOADED BEFORE THE ACTION
18" Torpedo
Torpedo held in 4 Quick Release Catches
Torpedoes wheeled from Magazine to Planes
Jacking up

THE FLEET AIR ARM, after months of fine but unadvertised work, won fame and glory at Taranto on Nov. 11 and in the action off Sardinia on Nov. 27, 1940. In those two actions the torpedoing was carried out chiefly by Fairey Swordfish aircraft, but lately a new and improved type of torpedo-carrying 'plane, the Fairey Albacore (see page 564), which has been put into service, adds considerably to the striking power of aircraft carriers. This diagram indicates the method of attack and of the carrying and launching of the torpedo. It strikes the water with the tremendous impetus, some 300 miles an hour, given it by the speed of the machine. The Fairey Albacore can be used also as a dive-bomber or for general reconnaissance. To carry the 500-lb. weight of an 18-in. torpedo the 'plane is quite big —50 ft. in length and sturdily built, being all metal except for the fabric covering of the wings. The Bristol-Taurus sleeve-valve engine gives 1,050 h.p. Its small size allows the pilot a clear view.

The Machine in Action

The 'planes are stored below decks with wings folded backwards. There the torpedoes are wheeled from the magazines on trolleys and jacked up to the fastening gear on the 'planes. The machine-guns are loaded and the 'planes raised to the flight deck in huge lifts. The crews climb aboard. On expeditions such as those of Taranto and the Sardinian Sea, there is usually only one observer, who navigates for all—the rest of the 'planes, to save weight, carry only pilot and rear gunner (who releases the torpedo). When the 'planes are taking off the huge aircraft carrier forges ahead into the wind to give them some help. Once away from the ship the navigator must find his own way without using wireless, which would disclose the position of the ship. This needs high skill, for the flight may take four or five hours—he does it by dead reckoning.

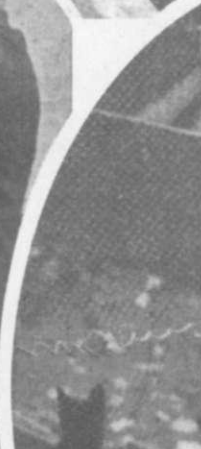
The Aerial Torpedo Attack

The planes usually take evasive action to confuse the enemy gunners; sometimes smoke screens are laid first. To drop the torpedo the 'plane comes down to 150 ft. or less, in order to prevent the mechanism which keeps the torpedo at a given distance beneath the surface being damaged as the torpedo strikes the water. As the 'plane swoops low over the water at about 1,000 yards from, and in line with, its target the rear gunner releases the torpedo, which speeds towards its mark, and the pilot must then extricate himself as best he can.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

To the Rescue of Our Animal Friends Caught in the Flam

With what joy this bird-fancier has discovered [illegible]igars still alive and cheerful, although they have been bu[illegible]ore than ten hours in the ruins of what was once a house! [illegible] strange survivor under a mound of debris was the p[illegible] (right).



Under the Nazis 'Poland Has Forgotten Laughter'

More than a year has passed since the fighting in Poland, but war is still proceeding within what were once its bounds—between the Nazi overlords and the people who, if the conquerors have their way, are doomed to be slaves in the land of their fathers.

CHOPIN'S works, his preludes and nocturnes, his mazurkas and polonaises, must no longer be performed in Poland. Zeromski's novels and Henryk Sienkiewicz's, in particular those which tell of the dramatic conflict between Slav and Teuton, have been removed from the public libraries and booksellers are forbidden to show them. The gramme of radium which was given by American women to Mme. Curie, who in turn gave it to the Radium Institute in Warsaw, has been taken away to Germany. For Chopin, Zeromski, Sienkiewicz and Mme. Curie were all Poles; and nothing must be left in Poland which might serve to remind its unhappy people that their race has produced men and women of whom the whole world might well be, and is, proud, and that only a short time ago they, a free and happy people, were enjoying the fruits of an age-old culture and were living in peace in their own land.

From the very first day of their invasion the Germans have aimed at the complete destruction of the Polish nation, and now for a year and more they have been engaged in carrying it out with systematic cruelty and deadly efficiency. The campaign in which they overran the country was ruthless in the extreme, but the methods they have employed since the end of hostilities are no less ruthless and even more barbarous. Without the slightest appearance of legality they have imprisoned and killed thousands of men and women; they have expropriated and evicted from their homes and lands hundreds of thousands of innocent folk; and they are now engaged in deliberately starving out millions of people.

Provinces which are overwhelmingly Polish in their character have been incorporated in the Reich. The language of their inhabitants is Polish, the place-names are Polish, the architecture of the churches and houses, the national memorials, the title-deeds of property—all testify to their Polish character. Yet these provinces are now being subjected to rigid and complete Germanization. Place-names are being changed into German: thus Gdynia, that supreme achievement of Polish post-war town planning, is to be known henceforth as Gotenhafen. National and local records are being destroyed; public and private libraries and art collections are being transferred to the Reich; national monuments of one kind or another have been destroyed. Even the Reststaat, that portion of central Poland about Warsaw which was given a kind of fictitious autonomy under a Governor-General, has now been incorporated in the Reich.

"The Fuehrer has decided," Governor Frank announced on August 15, "that the Reststaat is not to be regarded as occupied territory, but is to form an integral part of the area under the rule of Greater Germany. In this area the German National Socialist party is building up its bastion for all time. The Polish nation is again just as it was 700 years ago, under the protective rule of the German nation. Henceforth, the Vistula will remain an East German river."

'Never Again a Polish State'

"Polish schools may continue," went on Frank; "we shall also permit the printing of Polish newspapers and we shall treat loyally those Polish officials who are loyal. But I warn you against any attempt at opposition. . . I demand from the Poles that they perform labour service for the community, and in exchange I offer them the security of their lives and property, and cultural development. There will never be a Polish state again."

Under the rule of Germany, it is all too clear, Poland is destined to become a nation of slaves—one which will not be allowed to develop its own civilization, its own religion, science and art, because such activities, intellectual and spiritual, increase moral strength. Slaves must be kept in ignorance; and so not only have the universities and high schools been closed, or at least thoroughly Germanized, but listening-in to the wireless has been forbidden, the theatres are shut, and the cinemas show only German propaganda films. Even the publication of Polish books has been prohibited, and Polish newspapers, in spite of Frank's promise, remain suppressed.

Yet Frank is reported to have informed neutral newspapermen that Poland under the German administration is highly prosperous, and that the majority of the Polish people are cheerfully cooperating with the German administration, being more than pleased at having been delivered by the German government from "playing the part of England's flunkey . . ."

"Listening to these cynical lies"—we are now quoting from a statement made by Polish women in a document which was smuggled out of Poland and published in America by the Committee of Polish-American Women on November 27—"we tremble lest the world might believe them. This hell is all around us. It is smothering us and we are its hopeless victims. History fails to record a Calvary such as that which we women of Poland are living through now. We are suffering as Catholics and as Poles, as mothers, as wives, as sisters and as daughters.

"We are living in hell," the document goes on. "Our husbands, brothers, and fathers have perished in mass murders which have wiped out tens of thousands. They die slowly in dungeons or perish from starvation and cold in war prisoners' camps. Our sons—the future and pride of the nation—have either perished like their fathers—boys of 12 and 14 were by no means lacking among those who were shot—or are registered and taken away to alleged labour camps in Germany, whence there is no return. Our daughters—our little girls, dearest joy of our lives—are being apprehended on the streets or abducted from their homes under cover of night, imprisoned in company with prostitutes, and deported to German brothels. Crime, ruin and misery have ploughed through the length and breadth of the land. Poland has forgotten laughter.

"We endeavour not to abandon ourselves to despair," the statement concludes. "We believe in Divine justice. We have faith in the victory of the Allies and we wait the day of their triumph. Should this day be slow in arriving Poland may be free, but there will be no Poles."

THE CELEBRATION AT CRACOW on the first anniversary of German rule in Poland, on October 26, 1940, was attended by a number of the Nazi chiefs. Seated, left to right are: Otto Meissner, Franz Seldte, Adolf Hühnlein, Victor Lütze, Dr. Frank, Governor-General of Poland, Wilhelm Frick, Walter Daluege, and Herr Stuckhart.

Photo, Associated Press

They Celebrate a Year's Tyranny in Poland

A GREAT DISPLAY OF NAZI POWER was made in Cracow during the anniversary celebrations on October 26, 1940, one feature being a march past of the military police, whose duty has been the terrorization of the Polish people. The Governor-General, Dr. Frank, accompanied by the guests of honour, seen in the opposite page, is here watching the parade. The goose-step is absent, but the Prussian eagle is much in evidence.

Photo, Associated Press

Aden: Britain's Other—and Lesser—Gibraltar

Always a vitally important link in the chain of Imperial communications, Aden possesses an added importance today from the fact that it is the nearest British stronghold to the Italian possessions in East Africa. In this article something is said of the colony's present state, and of its remarkable development to one of the great ports and fortresses of the world.

ONE of the hottest and driest places on the face of the globe—and one of the strongest. That is Aden, Britain's colony at the entrance to the Red Sea, which is sometimes compared to Gibraltar.

There is some natural resemblance between the two, for Aden, like Gibraltar, consists of little more than a big rock, joined by a narrow isthmus of sand to the mainland. Like Gibraltar, too, it is practically barren, and for its water it has to depend on cisterns and imported supplies. Then, too, it is a fortress; but, despite the improvements made in recent years, it can hardly rival in this respect the great stronghold at the farther side of Europe. On the other hand, the danger of an attack from the land, at least, is far smaller than in the case of Gibraltar, for behind Aden is a vast and dreary waste of desert, inhabited by wandering tribes of Arabs—most of whom find it convenient, not to say profitable, to keep on good terms with the British.

Little more than a century has passed since the British first came to Aden. It was in 1837 that a ship under British colours was wrecked close to what was then a squalid little village, and the crew and passengers who struggled ashore were maltreated by the Arabs in the vicinity. The Bombay government complained to the Sultan of Sana on whose territory the outrages had been committed, whereupon the Sultan promised to make compensation for the plunder of the vessel and, moreover, to sell his town and port to the British. But the Sultan's son failed to carry out the bargain, and so, on January 16, 1839, naval and military forces under Capt. James Haines captured the town and annexed it to the dominions of Queen Victoria: it was the first of the innumerable additions to British territory which her reign was to see. Soon afterwards the Red Sea route to India was developed, and Aden began to enjoy an altogether new prosperity. It was made a coaling station for the new steamships of the P. & O. Line, and when the Suez Canal was opened in 1869 its growth was still more rapid. In due course, too, a flourishing trade was developed with the Arab principalities and tribes of the interior and along the coast.

But its commercial importance is overshadowed in these days by its strategical. It is one of the key bases of Britain's naval power—one of the chain which begins at Dover, runs through Gibraltar, Malta and Alexandria on the one hand, and to Singapore and Hongkong on the other. For many years it was an outlying territory of the Indian Empire, governed from Bombay, but since April 1, 1937, it has been a Crown Colony—Britain's youngest colony, although, as we have seen, it has been British for rather more than a century. It is under the control of a Governor and Commander-in-Chief, who is responsible to the Colonial Office. The present Governor is Mr. Hathorn Hall, who succeeded Sir Bernard Reilly last October.

The area of the Colony is only 75 square miles, but the Aden Protectorate, stretching to west and east for some 700 miles along the southern coast of Arabia and up-country to a depth of about 100 miles, covers about 112,000 sq. miles and comprises the territories and dependencies of a number of Arab chiefs, who have treaties of alliance with H.M. Government. The eastern part of the Protectorate is known as the Hadramaut, and consists of rich and fertile valleys ruled over by various sultans and emirs. Then the island of Sokotra, 70 miles by 20, which lies 150 miles from Cape Guardafui on the African coast, and 220 from the southern coast of Arabia, is also included within the Protectorate. Sokotra is peopled by a mixture of negroes, Arabs and Indians, fisherfolk and pastoralists for the most part, living on their catches and the produce of their sheep, cows and goats, and was formally annexed by Britain in 1886.

Another little island included in the Aden Protectorate is Perim, 97 miles west of Aden in the Strait of Bab-el-Mandeb; it is at the very entrance of the Red Sea, one-and-a-half miles from the Arabian shore and nine from the African. Tiny as it is—its area is only 5 square miles—it has a deep and spacious

One of the 'planes at an aerodrome in Aden, first established as an R.A.F. Command in 1928, and now a base for attacks on Italian East Africa, is ready to take off at any moment.

In the hinterland of Aden armoured-cars and aeroplanes are of paramount importance. 'Planes have made communication easy with places previously inaccessible except by long journeys on camelback, while armoured-cars, such as the one seen above being prepared for a day's work on patrol, form an important part in the defence of this Empire outpost. *Photos, Keystone, exclusive*

Guardian of the Great Route to the East

ADEN, lying at the entrance to the Red Sea, on one of the world's principal traffic routes, has been in British occupation for rather more than a hundred years. The top photograph shows the outer harbour, facing the town and protected by the island of Sirah. Steamer Point, below, Aden's inner harbour, is on the west side of the peninsula. It is the official, residential, and commercial centre of the colony.

Photos exclusive to THE WAR ILLUSTRATED

Where Britons and Indians Keep Watch Together

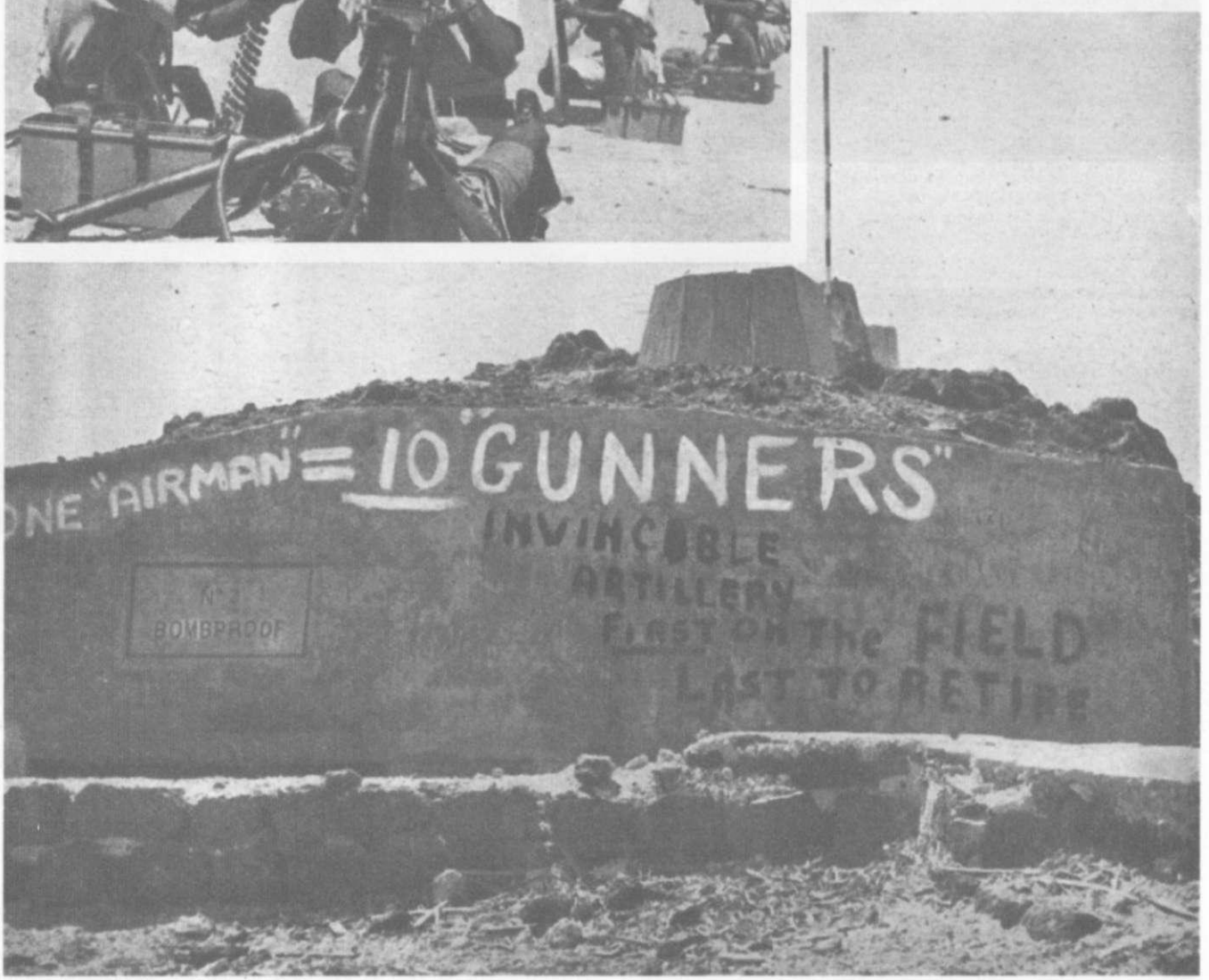
harbour, and until recently was an important coaling station on the East Indian route.

Aden itself—that is, the town and its neighbourhood—has a population of some 50,000. The town is built on the eastern shore of the peninsula, in the crater of an extinct volcano, and the scenery of barren, cinder-like rocks is depressing in the extreme. As for the climate, it may be described as that of a perpetual Turkish bath. Judged by the standards of the Tropics it is by no means unhealthy, for malaria is unknown, and recently a fresh water supply has been discovered in the village of Sheikh Othmar.

For the most part, its inhabitants are Arabs and African Somalis, all speaking Arabic dialects, but there are also, of course, large numbers of military, naval and air personnel.

Aden produces little save cigarettes and salt; but it imports vast quantities of oil and petrol, cotton goods, grain, coal and foodstuffs, while amongst its exports are salt, coffee, gums, hides and skins and tobacco. But, as previously indicated, its importance is military and naval rather than commercial; certainly with its gunboats, submarines and 'planes it is an ever-present thorn in the side of Mussolini's African realm.

A bugler of an Indian regiment now at Aden sounds the réveillé. He typifies India's magnificent response to the call to arms.



ADEN'S DEFENCE is shared between British and Indian troops and the R.A.F. In the top photograph a heavy machine-gun detachment of the Indian Army is at exercises in the open ground behind the town. The lower photograph shows one of the old forts, still bombproof, on the walls of which the R.A. and the R.A.F. have exchanged pleasantries, the R.A. in black paint and the R.A.F. in white.

Photos, exclusive to THE WAR ILLUSTRATED

Ninety-Nine—then it Was a Hundred!

WHEN No. 609 (West Riding) Squadron took off in their Spitfires from a southern aerodrome the score on the "bag pad" had stood at 99 for several days.

They were off to patrol at 15,000 ft., along a strip of coastline nearly 60 miles from their base. And all hoped that the Nazi fighter-bombers would come in that way, so that the squadron's score could be raised to 100—or more.

"Not a Jerry did we see," explained a flight-lieutenant later, "and we'd decided to return to our aerodrome when I heard by radio that a bomber was machine-gunning some troops 100 miles to the north.

"Detaching ourselves from the rest, I and a pilot officer who had recently joined us and had never before seen a Jerry, flew off to intercept.

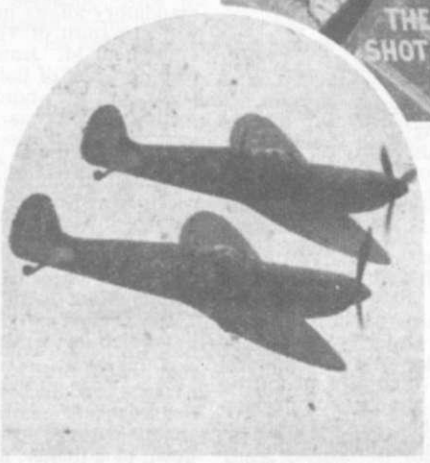
"I looked at my map and decided that the bomber would take a certain course home and almost certainly fly low instead of wasting time gaining height.

"Down we went to about 200 ft., and presently my companion shouted over the radio in an astonished voice that a bomber had just passed beneath him.

"We swung round and gave chase. As we got near, hedge-hopping and skimming hill-tops, the Nazis fired off some recognition signals to confuse us into believing they were in a British bomber, but we were close enough to see it was a Junkers 88.

"We both gave it a few bursts at short range and saw it crash near a wood and burst into flames."

The squadron's score now is 103, but their proudest possession (until the 200 mark is reached !) is a swastika from that Junkers 88, suitably inscribed to commemorate their 100th victim.



SPITFIRE PILOTS of the No. 609 (West Riding) Squadron happily surveying the swastika which, as its inscription tells, was taken from their squadron's hundredth victim. Left, returning from patrol are the two Spitfires which put the Junkers 88 down.

Yorkshire will be specially proud of 609's achievements (which have earned them a D.S.O. and seven D.F.C.s) because it was founded and was originally manned by Auxiliary Air Force personnel from Leeds, Halifax and other big West Riding cities.

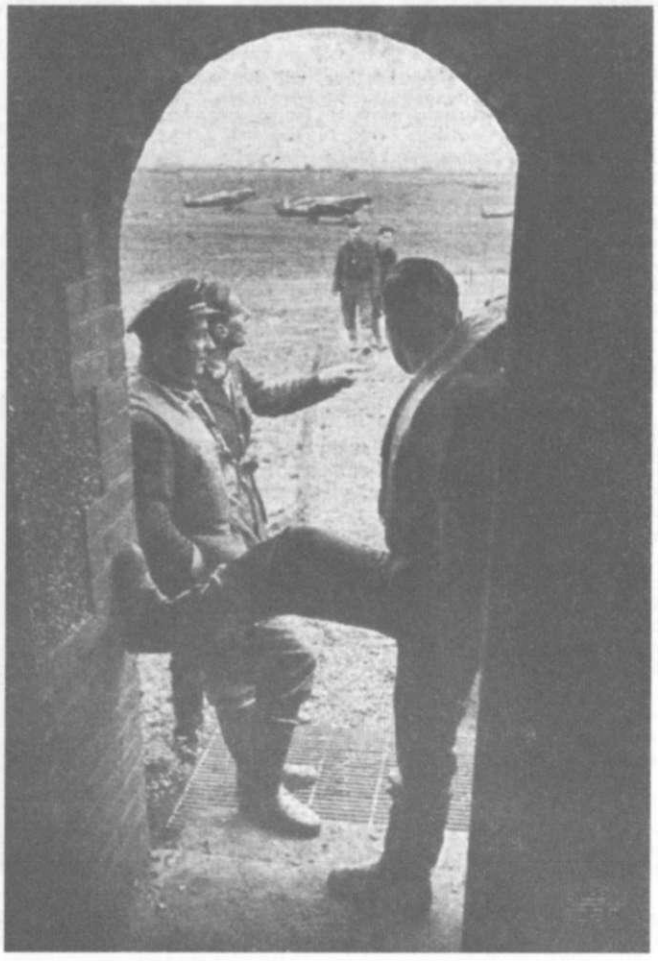
I find that today the pilots are not all Yorkshiremen because promotions, postings and casualties have brought about many changes. The ground staff, however, are still mostly from Yorkshire.

The pilots who have contributed to the 100 bag include a journalist, a law student, a solicitor, a wool merchant, dye manufacturer, and an American who was a professional parachute jumper in private life. Several Poles have now joined the squadron.

"We reckon we've worked out the best fighting tactics of any squadron," said one of the pilots. "The trouble nowadays is that the Messerschmitt pilots will not stay to fight. And gosh ! Don't we hope we meet some of those Wops ! "

Story by Geoffrey Edwards and photos by "News Chronicle" Staff Photographer Ross-White: exclusive to THE WAR ILLUSTRATED.

Two more glimpses of the famous 609 Squadron are given below. In one, a hand of cards helps to pass the time; while, right, pilots stand at the door of the mess waiting to take off—and so have an opportunity of contributing something to their second century.



OUR SEARCHLIGHT ON THE WAR

Britain's First Air Minister

NORTHCLIFFE the journalist and Rothermere the financier—the two brothers Harmsworth between them revolutionized the Press of this country. Alfred's fame will endure as long as the "Daily Mail" continues to appear, but Harold, who died on November 26, eighteen years after his more famous elder brother, will be remembered not so much for his creation of the "Sunday Pictorial," but as being, in Mr. Churchill's words, "one of the first Englishmen to realize the vital, or perhaps mortal, significance of two great new facts which broke brutally upon the post-war world at the beginning of 1933: the power of the air and the arrival of Hitler." Lord Rothermere was Britain's first Air Minister, holding that office in the Lloyd George government from 1917 to 1918, and since the aeroplane became something more than a toy, his newspapers gave their powerful encouragement to aerial development.

VISCOUNT ROTHERMERE, whose death occurred in Bermuda on November 26, left England last May to carry out a special mission in U.S.A. Lord Rothermere was seventy-two. *Photo, Keystone*

Landslide Sabotage in Norway

SCANDINAVIANS are adept at making use of the natural phenomena of their countries, and it is said that a number of recent rock-slides, which have broken the Oslo-Bergen railway in ten places and damaged important highways, cannot be attributed to recent rains. This original means of sabotage is thought to be the work of a new organization of patriotic Norwegians whose object is to hamper the troops in occupation. A number of arrests have been made, and meanwhile German repair squads are labouring to restore normal traffic along roads and railway. A state of siege has been declared in the region, and angry Nazi soldiers and policemen have taken charge of the damaged ways and are closely interrogating travellers.

America's New Bases

RAPID progress has been made in settling upon sites in British North Atlantic colonies to be leased to U.S.A. for air and naval bases. Each Colony has been visited in turn by a Board of Inspection under Rear-Admiral J. W. Greenslade, of the U.S. Navy, and discussions have been held with the Governors and consultations with the British C.-in-C. of the America and West Indies Station. Seven sites have been chosen—in Bermuda, Bahamas, Jamaica, Antigua, St. Lucia, British Guiana and Trinidad—and the work of surveying them is proceeding rapidly. Building has already started at another site, Placentia Bay, Newfoundland. President Roosevelt has allotted £12,500,000 for the immediate development of this chain of defence bases.

Nazi Financial Swindles

GERMAN Army Orders have brought to light a widespread swindle that had evidently received official countenance and been practised in the occupied territories. It consisted in tendering to shopkeepers, in exchange for their goods, worthless German banknotes of high denomination which had been preserved from the period of inflation after the last war. As the German currency had been stabilized in 1923 at the rate of 1,000,000,000,000 old marks to the new mark, these notes have no value whatsoever except as curios. The way this barefaced fraud has been discovered is particularly interesting. German Army Orders were issued condemning the practice and forbidding it *in the West*, where the Nazis are anxious to pose as the friends of France, but no prohibition on this point has been issued to the troops in Poland and in the Balkans, and the swindle is presumably continuing unabated. This is in addition to the officially sponsored habit of fixing arbitrary rates of exchange for the mark, a method by which the helpless conquered countries have been considerably despoiled.

France Might Have Fought Against Us

A RECENT dispatch sent by a special correspondent of the Free French news agency discloses that one of the German peace terms brought back from Paris by M. Laval, after his meeting there with Hitler on October 22, provided for the use of all ports in France and the French Empire for the harbouring and provisioning of German ships. General Huntziger, War Minister, strenuously opposed this Article, telling the Cabinet that it was a trap set by the Nazis to bring about war between England and France. "When German ships come into French ports for supplies," he told them, "Britain will be obliged to bombard them. We shall not be able to reply to these attacks, and this will inevitably lead to hostile acts, more and more accentuated, with regard to Britain, and finally we shall be drawn into war." General Huntziger won the support of the majority of the Cabinet against M. Laval and Admiral Darlan.

Tragedy Overtakes New Commissioner

VICHY, submitting meekly to the demands of Berlin, recently dismissed M. Gabriel Puaux from his appointment of High Commissioner for France in Syria and the Lebanon on the grounds that he had "handled the mandatory affairs in a manner incompatible with the spirit of Vichy." In his place they appointed M. Jean Chiappe, a Corsican, who, as Chief of Police in Paris from 1926 to 1934, became notorious for his ruthless methods. He was concerned in the latter year with the Paris demonstrations over the Stavisky scandal and was dismissed by M. Daladier, then in power. The dismissal was followed by demonstrations in his favour by Royalist and Fascist groups. Later he became president of the Paris municipal council, and when the Nazis entered Paris he cooperated with them. On November 27 the aircraft carrying M. Chiappe to Syria to take up his new appointment was lost over the Northern Mediterranean. It was stated that while British and Italian ships were engaged off Sardinia his slow-moving Air France 'plane got involved in the air action simultaneously taking place and was shot down by a fighter, alleged to be British.

Empire Airmen Arrive in England

THE first batch of airmen trained in Canada under the Empire Air Training Scheme have arrived in London. All are observers and have had six months' training from R.A.F. instructors. The atmospheric conditions obtaining in Canada have enabled them to put in a larger number of flying hours than are usually possible to men in this country in the same period. Some entered the Service straight from school; others had been engaged in civil occupations of various kinds before joining up. The average age is 24, and all are fighting fit, full of enthusiasm, and give the impression of being a remarkably efficient body of young men. This contingent is the forerunner of many others, pilots, gunners and observers, who will be arriving at frequent intervals from all parts of the British Commonwealth to help the mother country in her great fight for the freedom of the world.

FIRST CONTINGENT OF AIRMEN TRAINED IN CANADA under the Empire Air Training Scheme arrived in London on October 25. They are taking up their duties with the R.A.F., and they were trained by R.A.F. instructors. Flying conditions in Canada enabled them to record a larger number of flying hours than is usual in Britain. *Photo, Wide World*

We Got the 'Sussex' Home to Port

The gallantry of the crew of the New Zealand cargo-ship "Sussex" was described in a broadcast on November 26 by Mr. Ronald Cross, Minister of Shipping. How the ship's company fought the fire caused by German bombs is here told by Captain Clarke, who brought his badly-damaged ship safe to port.

CAPTAIN PETER BOOTH CLARKE, D.S.C., sailed in Q ships in the last war and took part in the Zeebrugge raid. Telling the story of the "Sussex," he said:

We were "inward bound" with a cargo of food and a large quantity of explosive packed in steel cylinders.

Suddenly a German bomber flew at a great altitude over our starboard bow. The anti-aircraft crew raced to their stations and we waited. Suddenly the bomber altered course and dived. As it came down it loosed a volley of machine-gun fire and fired from its cannon.

Our gunners opened fire. I think they hit the machine, but not seriously. When it was at a low altitude the 'plane dropped two heavy high explosive bombs. Both made direct hits. The first blew the funnel away and damaged the decks, the other fell aft of No. 2 hold, tore its way through the timber and started a fire.

The 'plane circled around us to see what damage had been done and to finish us off if necessary. When it came down low we opened fire on it again from our gun and with rifles fired from the bridge. We drove the 'plane off, but not before one lad named Croxford had been badly wounded by bullets. He was a member of the gun crew and refused to leave his gun.

The 'plane hovered around us for nearly three-quarters of an hour and then came down lower and signalled us to stop. It was then within range and we opened fire again from our gun. That was the answer they got.

All our navigational instruments had been destroyed by the bombs and the ship was circling round. The wireless had been damaged and it was impossible to send out any signals of distress.

The fire started by the second bomb had by this time spread to the cargo.

A young assistant steward, F. Trundley, of London, perched himself on top of a number of cylinders and with a hosepipe played water around to keep the flames from reaching the spot. As he squatted on top of the cylinders he laughed and joked with other members of the crew and urged them on to greater efforts. It was a great display of courage.

The 'plane must have thought we were completely finished, for it made off.

It was not until afternoon that we managed to get the fire under control. We then tried to steer by a boat compass, but the efficiency of this had been impaired by the explosions and so we had to use the sun.

To add to our difficulties we ran into a thick blanket of fog and we didn't know where we were. Once we collided with a trawler from which we got our position. Soon afterwards a warship came along and escorted us to port.

The British cargo-ship "Sussex" of 11,066 tons, which was brought safely into port through the gallantry of her crew.
Photo, P. A. Vicary

We are sorry we did not shoot down the enemy and hope we shall meet him again and have better luck.—"*News Chronicle.*"

How We Chased the Italians to Their Lair

Following the British aerial attack on the Italian Navy at Taranto came the naval engagement off Sardinia on November 27. Throughout this action, Reuter's Special Correspondent with the Navy was on board a British cruiser, and below we give his graphic story of the battle.

IT was ten in the morning when the electrifying news came from the "Ark Royal's" aircraft that a large force of Italian ships had been sighted steaming south-east twenty miles off the south coast of Sardinia and seventy miles away from our position.

At this time our main fighting force consisted of cruisers and the battle-cruiser "Renown." At full speed ahead we steamed eastward to contact the remainder of our forces, which included a battleship and destroyers. "Hoist Battle Pennants" came the signal from the flagship, the "Renown," and a few seconds later the silken ensigns floated proudly from the masts right down our battle lines as we smashed ahead to engage the enemy force.

It was a perfect day with a brilliant sun and a sky speckled with faint wisps of white cloud, and I found it difficult to realize we were about to plunge into the hell of a naval action.

The eyes of every man above decks were straining eagerly for the first glimpse of the enemy.

Ploughing along astern of us came the capital ships, while the destroyers were ahead. Smoke fouling the sun-lit horizon told us we were nearing the Italian ships, who had apparently turned on their original course, and were steaming back towards Cagliari, Sardinia.

We pushed forward at high speed in an endeavour to cut them off. I could feel the tremendous wave of excitement which flowed through the ship as, just after noon, the masts of the enemy ships came within vision of the naked eye ahead and slightly to starboard.

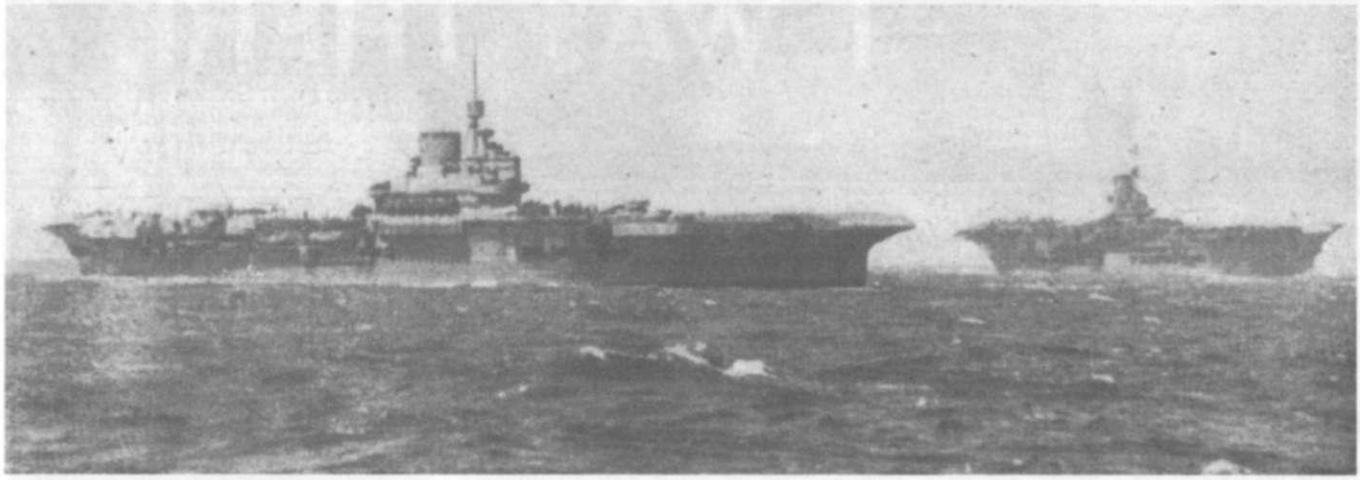
Breathless seconds passed and then other ominous shapes loomed up, the sun reflecting dully on their hulls. They were fifteen miles away.

Puffs of black smoke appeared in the sky above them as their anti-aircraft fire peppered the torpedo bombers who had taken off from the aircraft carrier to make a preliminary attack. Rapidly the distance narrowed.

I glanced astern and saw the battle cruiser well up with us, but the pace was too hot for

MEN OF THE SUSSEX. One member of the gun crew Croxford (left), although badly wounded by bullets, refused to leave his gun. Centre, Capt. P. B. Clarke, the skipper, who navigated his ship to port with a boat's compass. Frederick Trundley (right), eighteen-year-old assistant steward, stood on cases of explosives and fought flames with a hose. *Photos, G.P.U., Keystone*

I WAS THERE!



TWO AIRCRAFT CARRIERS that have covered themselves with glory in the Mediterranean are H.M.S. "Ark Royal" and H.M.S. "Illustrious," here seen in consort. The "Ark Royal" (right), was engaged in Admiral Somerville's action off Sardinia, and though at one time she was hidden by spray thrown up by bombs she emerged with all her guns firing. *Photo, Topical*

the battleship in spite of miracles worked in her engine-room.

Although making her best speed, she was too far away to take an effective part in the subsequent engagement, thus giving the enemy a marked superiority.

The enemy opened fire first. From my perch on the after bridge I saw at 12.22 an evil spurt of flame come from amid the faint shapes of the enemy craft, and long seconds afterwards water spouts spumed into the air well short of the cruisers in the centre of the line. Dull booms penetrated through the cotton-wool stuffed in my ears two minutes later, and I saw clouds of orangy smoke billowing from the turrets of two of our cruisers.

Suddenly the iron deck beneath my feet seemed to jump, and the whole ship shuddered as the guns of the fore turrets, with a deafening colossal roar, sent shells screeching over the 20,000 yards of water.

The whole cruiser squadron was now in action, and writhing coils of smoke, which almost hid the ships, were diamonded eerily with red flame as their guns sent salvos roaring over towards the enemy.

Gun flashes stabbed out from the Italian squadrons, which were now steaming on the port side on a parallel course to us. Shells plunged into the sea around the cruisers, kicking up vicious columns of water.

Barely 30 ft. away below the after-bridge the muzzles of six guns were elevated to their extreme range to pound the Italians. As they belched out their high velocity shells I was stunned and dazed by the fearful noise, and it felt as though my face and chest were being buffeted by heavy bolsters.

We were concentrating our fire on an enemy cruiser. When it was reported that the cruiser was on fire we concentrated our salvos on another cruiser for the remainder of the action.

They were obviously drawing away behind the smoke screen. When for blessed seconds the inferno of our fire ceased, I heard the dull boom of the battle-cruiser's guns, and could see the vivid flashes of her 15-in. broadsides.

In our own tower everyone with me on the bridge ducked as two enemy shells screamed horribly overhead and smashed into the sea away on the starboard side. Again we ducked as another salvo landed close on the port quarter and shell fragments whistled above us. The Italian battleships appeared to be firing at the cruiser "Berwick."

I noticed no shells falling round the battle-cruiser astern, although her guns were still firing. By this time the Italian Fleet had nearly disappeared over the horizon, running for the shelter of the shore batteries.

Our ships were then within a few miles of the enemy coast, and were forced to abandon the pursuit as the superior speed of the enemy ships had taken them out of range.

I Flew with the Bombers to Bari

The R.A.F.'s activities over the Italian port of Bari increased after the invasion of Greece. Here is an account, by a special correspondent of the "News Chronicle," of a typical bombing raid which wreaked destruction on oil refineries and storage plants.

We took off during the night from somewhere in the Middle East in perfect moonlight and headed towards our objective through a rhapsody in blue—under a blue sky, over blue waters and blue islands.

Inside the 'plane all was dark, save where the moonlight leaked through the gunports and through the glass dome in the top of the fuselage. The uniform roar of the motors was broken only by occasional orders which came through over headphones.

Everybody else on board had something to do, every minute watching or working in some way. I curled up, my head on my parachute, my feet on yards and yards of a machine-gun belt, my middle suspended over a case of incendiary bombs—and slept.

Suddenly I was roused by a member of the crew who shoved me up under the glass dome, which was like an inverted goldfish bowl, and from which I could see far away on the port bow a red light which seemed like a rising and falling flame.

At first I thought we were witnessing a giant conflagration, but as we neared I could see the light was the product of scores of tracer bullets.

But that was not Bari, it was only a foretaste of what we saw when we had gone a few minutes farther up the coast.

As we neared Bari the anti-aircraft guns joined in, their shell bursts winking silently—because of the noise of the motors—like malignant sparks. We must have come down a bit, for the anti-aircraft shells, instead of bursting beneath us, began bursting alongside and then above us. The fire increased in intensity until we could hear shells bursting above the noise of the engines.

Afterwards I asked the 'plane's crew, veterans of raids on Germany, how Italian A.A. fire compared with that of the Germans. They agreed the Italian fire lacked nothing in vigour compared with the German, yet it was incomparably worse aimed. But it seemed incredible that nothing was hit.

Time after time we flew over the target. Each time something interfered with perfect marksmanship until finally we had been trailing our coat tails because of the Italian "flak" for nearly an hour. In the middle of this a voice from the headphones said, "Don't look now, but I think someone is shooting at us."

Visibility was decreased considerably by cloud, but it was still possible to make out the outlines of Bari's port and town.

I watched, fascinated. The last time I had seen Bari was in April, 1939, when from there and from Brindisi I had witnessed the sailing of Mussolini's armada to the conquest of Albania.

Eventually aiming conditions were perfect. Down went our bombs. We turned and I caught a glimpse of a very promising fire, blazing with so much fierce vigour that it seemed almost certain that oil tanks were hit. As we sped away from Bari, three times the sky flashed with big explosions.

The homeward course took us above the clouds over Taranto, presumably, since we had no bombs left just to give the already sorely harassed A.A. gunners at that port something to worry about.

Once again there was a brilliant fireworks display of searchlights, shells and tracer bullets. Once again the uppermost reaction was to wonder that all that produced no result.

The way back was far too cold for sleep. After a long dull haul a vivid red band of light on the rim between earth and sky showed us dawn and home.

The sand of the desert is one of the difficulties that the Royal Air Force has to contend with in the East. Bombs must be cleared of every vestige of it before the fuses can be put in.

Home Front Personalities of the War

Major-General T. R. Eastwood, who succeeded Lieut.-Gen. Sir H. R. Pownall as Inspector-General of the Home Guard in September, 1940. Major-Gen. Eastwood has been Commandant of the Royal Military College, Sandhurst, since 1938. He was born in 1890, and before the last war became A.D.C. to the Earl of Liverpool, Governor-General of New Zealand. He served with distinction in Gallipoli and France, 1914-18.

Commander Lord Teynham, R.N., Naval Control Service Officer for the Port of London. Lord Teynham, who was born in 1896, was educated at Osborne and Dartmouth Colleges, and served in the Second Cruiser Squadron, Grand Fleet, during the last war. He has charge of all operational merchant shipping in the Port of London and their preparation for convoy.

Army Reform Committee. This is a Standing Committee which examines how the military organization of Britain may be simplified and "ensures that there shall be no dislocation or interruption of the war effort"; its chairman is Sir James Grigg, Permanent Under-Secretary for War. Its membership includes, left to right above: Sir Percy Bates, chairman of Cunard White Star Line; Lieut.-Gen. H. C. B. Wemyss, Adjutant-General to the Forces; Lieut.-Gen. Sir Robert Haining, Vice-Chief, Imperial General Staff; Mr. G. W. Dunkley, whose services have been placed at the War Office's disposal by the Iraq Petroleum Co.; and General Sir W. Venning, Quarter-Master-General to the Forces. Mr. R. J. Sinclair is also a member of the Committee.

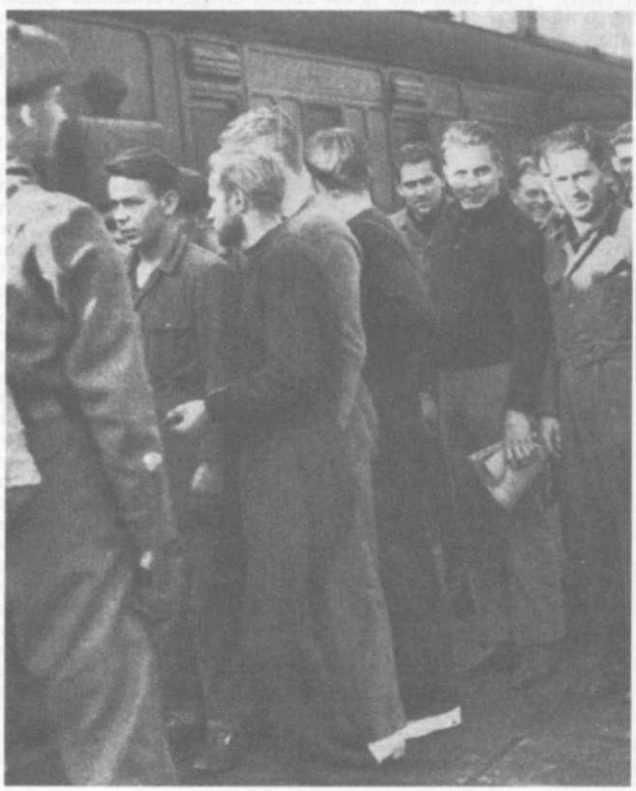
Photos, Lafayette, L.N.A., Fox, Elliott & Fry, Associated Press

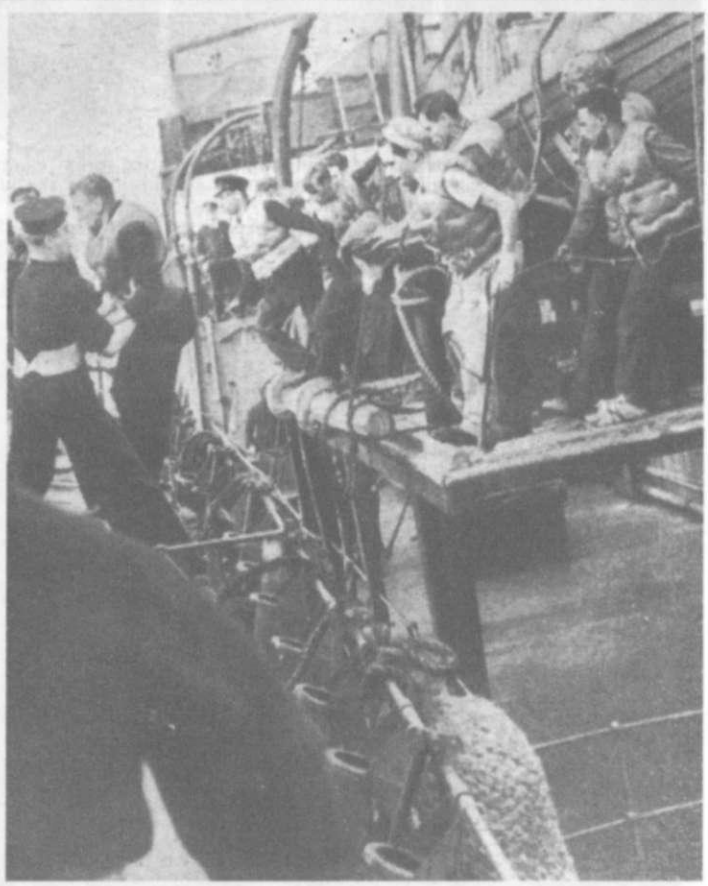
Mr. W. B. Chrimes, C.B.E., Director of Communal Feeding to the Ministry of Food, was born in 1883. The Ministry of Food want every industrial worker and poor person in the country to have square meals at reasonable prices. A survey has been made of the catering facilities available throughout Great Britain, and, in cooperation with the Ministry of Labour, canteens are being installed for factory workers. Mr. Chrimes is managing director of a large grocery firm in Liverpool. He is also Chairman of the Liverpool Child Welfare Association.

Captain Oliver Lyttelton, M.P., President of the Board of Trade, was, born in 1893. During the last war he was continuously on active service, received the D.S.O., and M.C., and was three times mentioned in dispatches. He became President of the Board of Trade when that office was vacated by Sir Andrew Duncan. At that time he had no seat in Parliament, but when the Aldershot constituency fell vacant owing to the elevation of Lord Wolmer to the peerage, Capt. Lyttelton was returned unopposed as Conservative M.P. on Nov. 26, 1940.

Saved From War's Perils on the High Seas

The solitary figure on a capsized boat is Captain Whitehead of Leeds, who was the sole survivor of a ship torpedoed and sunk in the Atlantic. He clung to a piece of wreckage for eight hours before climbing on the boat, and four hours later was seen by an Anson flying-boat that brought a warship to his rescue.



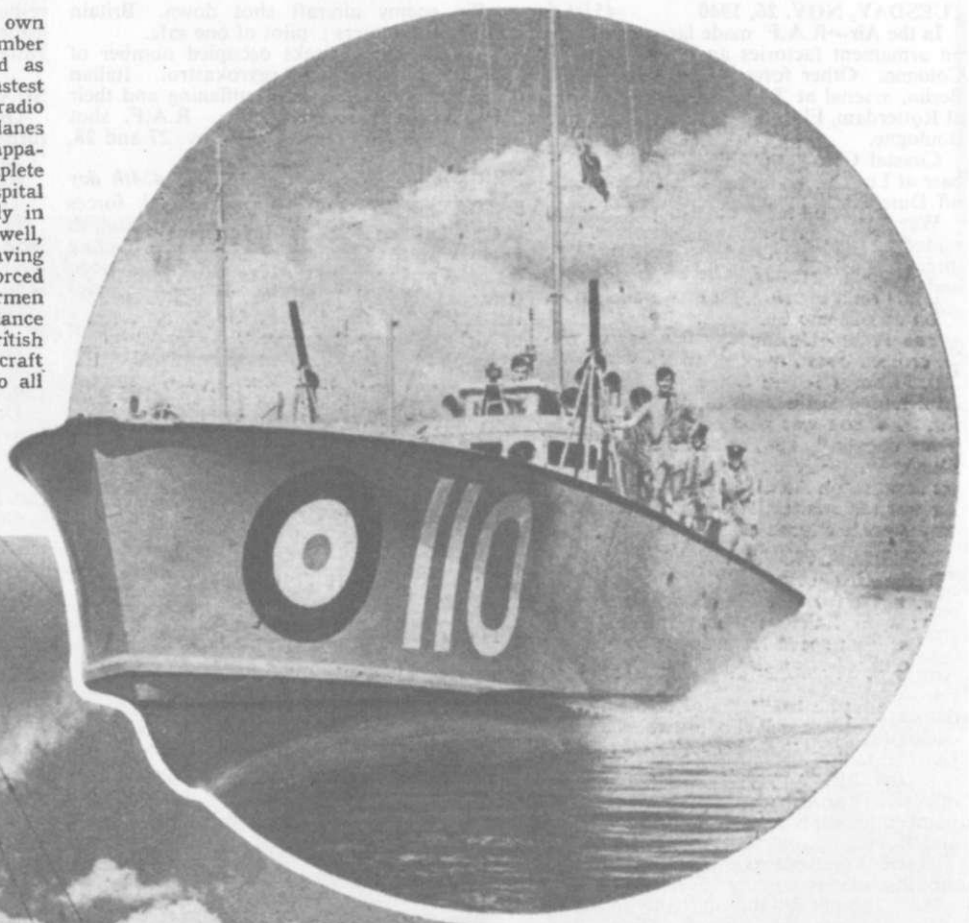


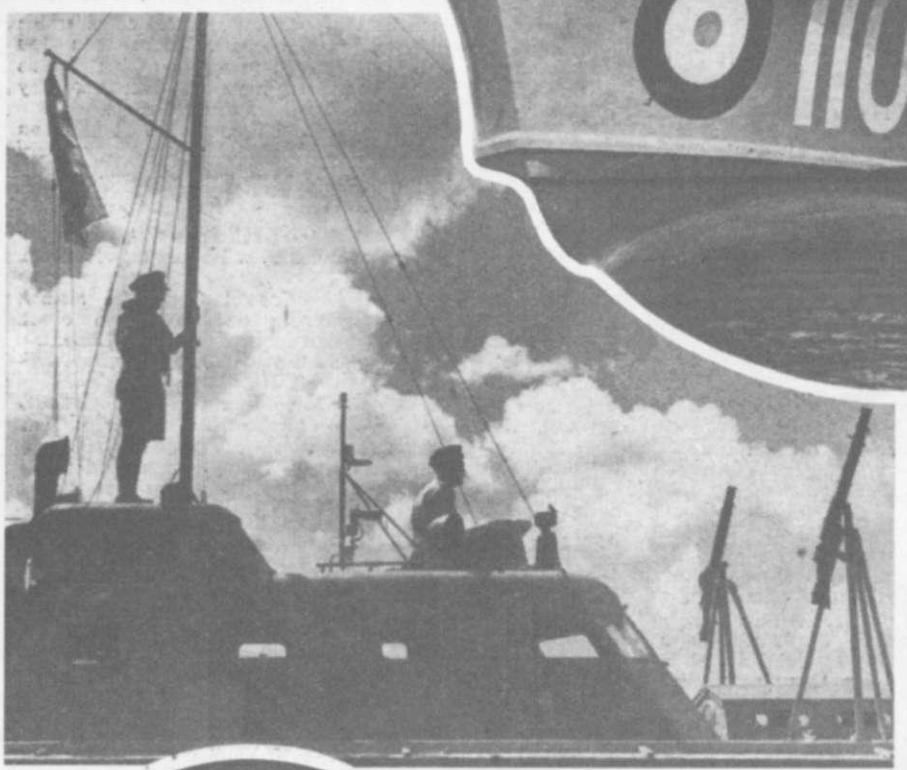
The Germans, left, were saved from a U-boat that surfaced when it was threatened with destruction; they are entraining at a northern port on their way to a prison camp. The British seamen above, rescued from a torpedoed merchant-ship by another, are being transferred to a warship.

Photos, British Official: Crown Copyright; J. H. Hall and Associated Press

Life-Saving Speed-boats of the R.A.F.

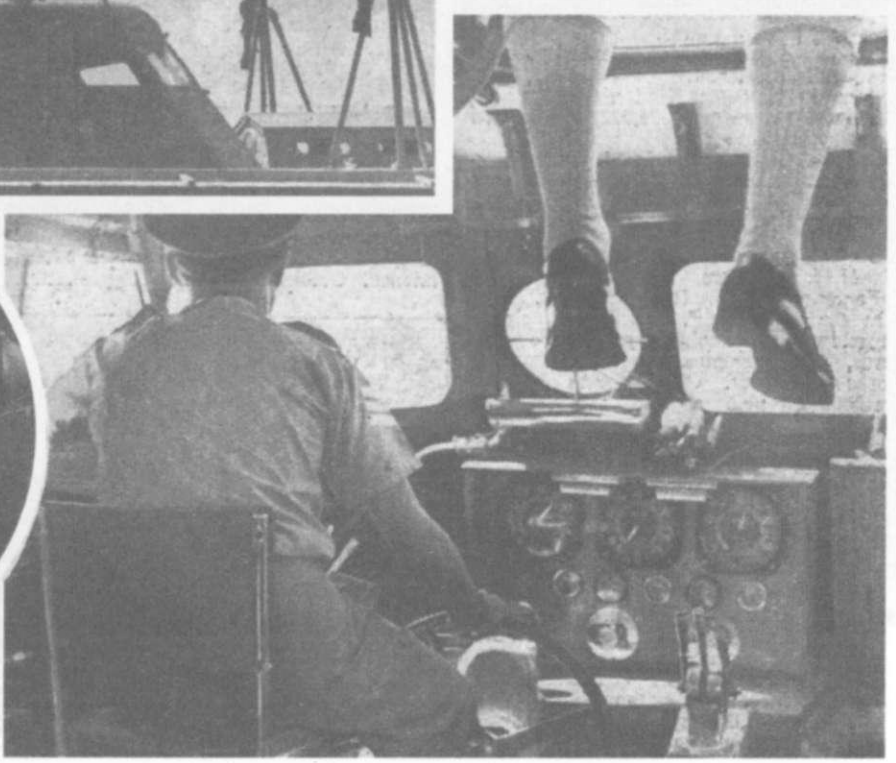
THE Royal Air Force now has its own lifeboat service. It consists of a number of launches, which might be described as speed-boats, for they are among the fastest small craft afloat. They are fitted with radio so that they can keep in touch with 'planes and ships, while they carry life-saving apparatus and a first-aid equipment so complete as to make them almost miniature hospital ships. The launches are plying not only in home waters but in the Mediterranean as well, and they have been instrumental in saving many lives from aircraft shot down or forced down in the sea. Not only British airmen owe their lives to these craft, but, in accordance with the humane traditions of all three British fighting services, the crews of enemy aircraft as well. At the same time the Nazis do all they can to rescue their own men who become casualties and fall in the sea. They, too, employ speed-boats, dashing out from the Channel ports; and "floating sick-bays" have been sighted at various points off the the French coast.





Above is one of the high-speed launches of the R.A.F. going all out. The design of the hull raises the bow when she is going at full speed so that she skims over the water making hardly any bow wave. Left, one of the launches on service in the Near East is leaving her moorings.

Photos, British Official: Crown Copyright



Perched on the front of the cabin is the look-out man, above, who communicates with the officer at the controls with a speaking-tube. His perch, with his legs dangling, is none too secure.

OUR DIARY OF THE WAR

TUESDAY, NOV. 26, 1940 *451st day*

In the Air—R.A.F made large-scale attack on armament factories and other targets at Cologne. Other forces bombed railways in Berlin, arsenal at Turin, shipping and docks at Rotterdam, Flushing, Antwerp, Calais, and Boulogne.

Coastal Command aircraft attacked naval base at Lorient, oil targets at Ghent, shipping off Dutch coast, and many aerodromes.

War against Italy—Bombers of R.A.F. raided Valona harbour, Albania, registering direct hits on a big ship, on quays and docks and on aerodrome buildings.

Home Front—During day few enemy aircraft crossed coast, most of which were shot down. Bombs fell in Sussex coastal town. Bristol raided again both by daylight and at night. London was also bombed.

Four enemy 'planes shot down.

Greek War—Greek troops continued to press forward on Albanian territory. Among other war material six aircraft abandoned by enemy were captured near Koritza.

WEDNESDAY, NOV. 27 *452nd day*

On the Sea—Admiralty announced that British naval forces in Mediterranean made contact with Italian fleet, and that enemy retired at high speed towards his base. One enemy cruiser set on fire by gunfire and two destroyers badly hit. Aircraft of Fleet Air Arm torpedoed a battleship of Littorio class. Enemy bombers scored two hits which slightly damaged H.M.S. "Berwick."

Coastal Command aircraft torpedoed two German tankers near Frisian Islands.

In the Air—R.A.F. again directed main offensive against Cologne. Other aircraft bombed invasion ports of Antwerp, Le Havre and Boulogne, and several aerodromes.

Home Front—Heavy night raid on Plymouth, 'planes coming over in continued relays. Bombs fell intermittently in London.

Enemy lost 11 aircraft. Two British fighters lost but both pilots safe.

Greek War—Greeks continuing their action on Albanian territory. Air Force successfully bombed enemy concentrations, columns and batteries.

Italian 'planes active on front; they also bombed villages in Epirus, Corfu, Cephalonia, Crete and port of Patras.

Rumania—Iron Guard executed 64 political prisoners in Bucharest.

General—Sir Robert Kindersley announced that in one year's effort £475,532,981 had been raised by war savings.

General Catroux appointed High Commissioner of Free France and Gen. de Gaulle's representative in Near East.

THURSDAY, NOV. 28 *453rd day*

On the Sea—Admiralty announced loss of H.M. trawlers "Dungeness" and "Fontenoy" as result of air attack.

In the Air—R.A.F. attacked principally Dusseldorf and Mannheim areas, where goods yards, naval armament factories and gas works were hit. Other forces bombed synthetic oil plant at Politz; naval shipbuilding yards at Stettin; docks at Cuxhaven; railway communications, military storehouses and aerodromes.

Attacks were also made on ports at Antwerp, Boulogne and Le Havre.

War against Italy—R.A.F. bombers carried out raids at Santi Quaranta, causing withdrawal of enemy destroyers bombing Corfu; attacks also made on Durazzo and Elbasan. Brindisi was heavily bombed.

Successful raid by British bombers on Sidi Barrani, Bomba and Tmimi.

Home Front—About 40 Nazi aircraft crossed Kent coast during morning, but were dispersed by our fighters. Night raiders were reported over East Anglia, Wales, Midlands, N.E., S.W., and N.W. England; Merseyside had its heaviest raid of the war.

Six enemy aircraft shot down. Britain lost seven fighters; pilot of one safe.

Greek War—Greeks occupied number of heights overlooking Argyrokastro. Italian resistance reported to be stiffening and their air force increasingly active. R.A.F. shot down 10 Italian aircraft on Nov. 27 and 28.

FRIDAY, NOV. 29 *454th day*

On the Sea—British light naval forces made contact with those of enemy in English Channel and pursued them to Brest, inflicting damage. H.M.S. "Javelin" hit by torpedo but reached port. R.A.F. fought off series of air attacks on "Javelin."

Admiralty announced naval bombardment of targets at Ras Alula, near Cape Gardafui, Italian Somaliland.

In the Air—R.A.F. made concentrated raids on naval yards at Bremen and riverside wharves and docks at Cologne.

Coastal Command aircraft bombed ports at Hamburg, Cologne, Boulogne and Le Havre. Enemy supply ship sunk off Holland.

War against Italy—C.-in-C. Mediterranean Fleet reported successful attacks by Fleet Air Arm on Port Laki (Leros), in the Dodecanese, and on Tripoli (Libya).

Home Front—Small forces of enemy aircraft crossed coast during day. Bombs fell mostly in South London. Night attack on London, Home Counties and N.W. England.

Five enemy aircraft shot down. Britain lost two fighters.

Greek War—Greek advance continued despite Italian reinforcements from Northern Albania. Italians transferred supply bases from Valona and Durazzo to northern anchorage of San Giovanni di Medua.

SATURDAY, NOV. 30 *455th day*

In the Air—Coastal Command aircraft made dawn attack on Lorient.

Owing to adverse weather R.A.F. night bombing operations were cancelled.

War against Italy—Italians stated that French battleship "Lorraine" was partly destroyed by their bombers during raid on Alexandria.

Home Front—Big Nazi daylight raid attempted but most 'planes were dispersed by British fighters. Some bombs fell in London. Air activity also reported over S.E. and W. coasts of England and East Anglia.

Heavy night raid on Southampton, centre of city being deliberately attacked. Every type of building in main streets suffered severely; many churches destroyed.

Five enemy aircraft shot down. Britain lost two fighters, but both pilots safe.

Greek War—Pogradets captured by Greek assault units. Fierce fighting continued along whole front, Italian resistance having stiffened. Greeks closing in on Argyrokastro.

Rumania—Serious disorders reported following execution of political prisoners by Iron Guard. Enormous crowds attended re-burial of Codreanu, former Iron Guard leader shot in 1938, and representatives of Hitler, Mussolini and Franco were present.

SUNDAY, DEC. 1 *456th day*

On the Sea—British patrol of motor torpedo-boats damaged German supply ship "Santos" off mouth of Scheldt.

Admiralty announced that H.M. submarine "Triad" was overdue and presumed lost.

In the Air—Coastal Command made daylight attack on naval base at Lorient. Other aircraft bombed military camp at Kristiansand, and gasworks at Esbjerg, Denmark.

R.A.F. made night bombing attack on naval shipbuilding yards at Wilhelmshaven.

Home Front—Enemy activity over S.E. England during day, but no aircraft penetrated deeper than outskirts of London.

During night Southampton was again heavily raided. Bombs also fell in London and Home Counties and elsewhere.

Eight enemy aircraft destroyed. Britain lost five fighters, but all pilots safe.

Greek War—Athens reported considerable advance on all fronts. More than 150 prisoners captured in region of Premeti, as well as much war material. Fierce artillery duel in progress near Argyrokastro.

R.A.F. damaged important bridge on Italian supply road in S.W. Albania. Military buildings in Tepelini were bombed.

MONDAY, DEC. 2 *457th day*

On the Sea—Five British ships in North Atlantic reported by radio that they had been torpedoed.

In the Air—Coastal Command aircraft attacked shipping off Norwegian coast. Bombers raided submarine base at Lorient.

War against Italy—R.A.F. bombed military targets at Naples. Aerodromes of Catania and Augusta in Sicily attacked with incendiaries. Reported that R.A.F. had made heavy attack on Benina aerodrome, Western Desert. Enemy troops and motor transport on Metemma-Gondar road, Italian East Africa, were bombed and machine-gunned, and successful raid carried out on large camp at Gubba.

Home Front—Enemy air activity over Britain was slight except for another heavy night raid on Bristol.

Two enemy fighters shot down.

Greek War—Greek forces continued to advance from Lake Ochrida to Adriatic seaboard, in spite of stubborn rearguard actions. Reported that 5,000 Italians surrendered on northern front. Heights commanding Santi Quaranta captured. R.A.F. bombed military objectives at Valona.

General—Britain signed financial agreement with Spain by which further supplies and imports to Spain will be facilitated.

H.M. DESTROYER JAVELIN (Commander A. F. Pugsley, R.N.) was damaged by a torpedo fired from an enemy destroyer during a naval engagement in the Channel on November 29. She is one of the new "J" class destroyers and was completed in June, 1939. She has a displacement of 1,695 tons and carries six 4·7-in. guns and ten torpedo tubes.

Photo, Wright & Logan